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PRINCIPAL CONTENTS.

The Steel Trade 1097
Tax on Interest and Dividends 1097
Portland, Saco and Portsmouth Railroad 1098
Chicago, Rock Island and Pacific Railroad 1099
Tax on Dividends Declared in 1869 Payable in 1870 1100
Railroad Earnings 1103
Federal and State Securities 1104
Dividend and Interest Tables 1102, 1105
Railroad Share List 1110
Stock Exchange and Money Market 1117
Journal of Railroad Law 1120
International Bridge 1120
National Finances 1121
Finances of Memphis 1121
Albany and Susquehanna Railroad 1121

American Railroad Journal.

New York Saturday, October 1, 1870.

The Steel Trade.

Pittsburgh is the great steel market of America. The steel works of Pittsburgh supply sixty-six per cent. of all the various grades of steel manufactured in the United States, and the production of steel in this country has already arrived at such a degree of magnitude and success, that fully two-thirds of the entire consumption of the United States is the product of our own steel works.

The steel factories of Pittsburgh are the largest, most complete, and the most uniformly successful steel factories in the country. In many respects the leading steel works of Pittsburgh will compare favorably with the oldest establishments in England. This is the result of an experience extending over forty years, embracing many signal failures, but terminating in the most gratifying success. Were we requested to point out a single manufacturing branch in this city which more than another exhibits indomitable energy, enterprise and perseverance, we would designate the manufacture of steel. In regard to the higher grades especially, these are claimed as Pittsburgh's peculiar product. To Pittsburgh, and to Pittsburgh alone, must be awarded the credit of first producing a quality of steel equal to the best imported. Celebrated in the manufacture of iron and glass, in neither can Pittsburgh be said to claim a monopoly simply on the score of excellence. Elsewhere iron and glass of an excellent quality is placed in direct competition with the products of Pittsburgh; in the manufacture of fine steel the superiority of Pittsburgh products is unchallenged.

Although the most remarkable progress made in the manufacture of the fine qualities of Pittsburgh steel is embraced in the past eight years, the production of Pittsburgh steel dates back to 1829. The enterprise was set on foot by an Englishman named Broadmeadow, who succeeded in producing an inferior quality of blister steel.

In 1835, Mr. Isaac Jones began the manufacture of springs and axles on Sixth street, near the site occupied by the Suspension bridge. Although the steel employed was not of the best quality, the project was successful from the outset. The steel employed by Mr. Jones was made by Messrs. Shoenberger.

Even as late as 1860, the census shows that six out of the seventeen establishments engaged in the manufacture of steel in the United States, were located in Pittsburgh. And we may add that the capacity of Pittsburgh establishments more than equaled all the rest.

At the present time the list of Pittsburgh steel works proper embraces the following firms: Anderson & Woods, Singer, Nimick & Co., Hussey, Wells & Co., Park, Bro. & Co., Miller, Barr & Parkin. In addition to these Coleman, Rahm & Co., Brown & Co., and Reese, Graff & Dull, firms engaged in the manufacture of iron; also make large quantities of common steel. The capital invested in these nine establishments cannot be less than $4,500,000. The annual products amount to eighteen thousand, five hundred tons. The sales of the various establishments, effected in Pittsburgh alone, for the year ending 1870, amount in the aggregate to $4,260 000. The amount sold in eastern and western cities by the agents of the respective firms engaged in the manufacture of steel, and of which we have no account, will probably amount to $1,200,000, making a total of $5,460,000. When it is remembered that these sales were effected during a season of great depression in every branch of industry, some idea may be formed of the magnitude of the trade.

The products of our steel works enter everything from the plainest plow plate to the quality of sword and razor steel, from a *cast* cast steel railway frog to a watch spring. The finest saws and axes made in the country are made from Pittsburgh steel. During the war, Messrs. Ames & Co., of Chickopee Falls, Massachusetts, drew their supply of steel for the manufacture of swords from a single Pittsburgh steel factory. Upwards of four hundred thousand sabres were made by this concern from Pittsburgh cast steel.

The growing demand for cast steel castings has given an impetus to this branch of the business. The rolling of cast steel plates for boilers and flues, where formerly they were employed almost exclusively in constructing fire-boxes, is a branch of the trade that promises to increase rapidly.—*Pittsburgh Chronicle.*

Tax on Interest and Dividends.

By reference to the annexed letter from the Acting Commissioner of Internal Revenue it will be seen that no tax is to be withheld from interest or coupons falling due during the last five months of the present calendar year, but that they are to be returned like interest from other sources, in the next annual income returns of the parties receiving them. The tax of 2½ per cent. on dividends declared within the same period is to be levied and collected during the year 1871.

OFFICE OF INTERNAL REVENUE,
WASHINGTON, Sept. 7, 1870.

W. Raymond Lee, Esq.,
Assessor Third District, Boston, Mass.:

Sir—Your letter of the 1st instant, respecting the assessment and collection of the tax imposed upon dividends by section 15 of the act of July 14, 1870, was received on the 5th.

It is enacted in said section "that there shall be levied and collected, for and during the year 1871, a tax of two and one half per centum on the amount of all interest or coupons paid on bonds or other evidences of debt issued and payable in one or more years after date, by any of the corporations in this section hereinafter numerated, and on the amount of all dividends of earnings, income or gains hereafter declared by any bank, trust company, savings institution, insurance company, railroad company, canal company, turnpike company, canal navigation company, and slackwater company, whenever and wherever the same shall be payable, and to whatsoever person the same may be due, including non-residents, whether citizens or aliens, and on all undivided profits of any such corporation which have accrued and been added to any surplus, contingent, or other fund; and every such corporation, having paid the tax as aforesaid, is hereby authorized to de-

duct and withhold from any payment on account of interest, coupons, and dividends, an amount equal to the tax of two and one-half per centum on the same."

You will notice that by the terms of the section, the tax upon the interest and coupons paid upon bonds or other evidences of debt issued by the companies, corporations, etc., therein enumerated, is to be levied "for and during the year 1871," that the tax upon the dividends of earnings of said companies, etc., is also to be levied and collected during the year 1871, but is to be levied upon all dividends declared after the passage of the act.

It is therefore ruled that no tax is to be withheld from interest or coupons which fall due during the last five months of the present calendar year, but that they are to be returned, like interest from other sources, in the next annual income returns of the parties receiving them.

It is also held that although a tax of two and one-half per centum is imposed upon dividends declared by said companies, corporations, etc., on and after August 1, 1870, it is to be "levied and collected * * during the year 1871." It is not necessary to decide at present at what time in 1871 the taxes upon these dividends of the last five months of 1870 are to be levied. Further legislation may perhaps be required upon that point.

I shall cause this letter to be published in the Internal Revenue Record, for the information and guidance of officers of this Bureau.

J. W. Douglass, Acting Commissioner.

Portland, Saco and Portsmouth Railroad.

The earnings of this road for the years ending May 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$307,736 01	$328,657 63
" freight	237,238 58	253,175 48
" express	13,877 40	14,906 39
" extra baggage	250 67	227 12
" mails	7,837 44	10,143 53
" rents, etc.	8,096 00	10,024 38
	$575,036 10	$617,184 52
Expenses, viz:		
Maintenance of way	$142,847 80	$147,312 58
Locomotive power	134 598 92	147,884 92
Train expenses	46,406 86	54,197 42
Station expenses	27,346 12	32,991 24
Office establishment	23,030 66	25,244 86
Taxes and insurance	13,533 75	14,641 22
Damages	4 962 91	18,873 74
Machine shop	6,722 76	5,536 02
Renewal fund	10,000 00	10,000 00
	$409,449 28	$456,682 00
Net earnings	$165,586 82	$160,452 52

From which deduct:

Judgment in favor of A. Knight for personal injuries at Steamboat landing Portland	$2,900 67	
5 box cars added to equipment	3,500 00	
Taxes on surplus	1,467 20	
Interest	364 45	
Dividends December, 1869, and June, 1870	90,000 00	
		98,232 32
Leaving a balance of		$62,220 20
Add balance May, 1869		269,233 08
Add amount charged in report of 1869 for tax on dividend No. 51		2,368 42
		$333,821 70
Deduct over estimate net income May		4,529 57
Present surplus or profit and loss account represented on the lessees' books as Eastern and Boston and Maine Railroads		$329,292 13

It is to be observed that the amount of dividends for Dec. 1869, and June, 1870, are deducted in the above statement from the earnings of the road, although the dividend due in December as well as that of June 1869, have not yet been charged off the books of the Lessees. Should they be charged off and the dividend for June, 1870, also, the amount standing to credit of profit and loss would be reduced about $31,000, from the amount stated above, by the premium on the gold.

Since our last annual meeting the claim made on the Boston and Maine and Eastern Railroad Companies, involving the question known as the gold question, has been settled by compromise. These corporations paid us 180,000 dollars, and agreed to pay in coin all semi annual dividends accruing on and after June, 1869. This payment and this promise constitute the condition and terms of that compromise. We believe that thus a fair and equitable settlement of this long vexed question has been accomplished, and feel little doubt that there is more money in the arrangement adopted than we could have realized by litigation.

In this connection we would say that there has been much dissatisfaction from time to time because the Boston and Maine and Eastern Railroad Companies did not each year pay us the dividends in coin in accordance with the text of the contract. The pretext which the managers of these roads had for not paying coin was, that in almost every case where similar questions had been before our State Courts they had decided that greenbacks were a legal tender. Our taking the dividends in currency under protest left the matter open and gave this Corporation the advantage of the decision of the United States Supreme Court.

As there were doubts relative to the class of stockholders to which the 180,000 dollars should be paid, the Directors submitted by counsel the entire question, with all the facts in the case, to the Judges of the Supreme Court of Maine, for instructions. They directed us to pay it to those persons who should be the holders of stock at the time when the extra dividend should be declared. The ground upon which this decision is based, is that the property could not vest in the individual stockholders until the declaration of a dividend, and that money paid or debts owed to the Corporation before such declaration, is the property of the Corporation and not that of the stockholders.

The money has been distributed in accordance with the decision of the Court, less the government tax. We have corresponded with the Hon. C. Delano, Commissioner of Internal Revenue, and have sought to be relieved from paying this dividend tax on the ground that it had previously been paid on surplus earnings. The Revenue Officers directed us to withhold the tax until the question should be decided by the Commissioner, who has the matter under advisement.

The engine house, machine shop, and other buildings at Cape Elizabeth, spoken of in the last report as completed, have all been occupied the past year, and are found to be adequate to the wants of the road. They are conveniently arranged for work, and are in all respects durable and substantial structures. The flats adjacent to the site occupied by these buildings, which is protected by a sea wall, it will be necessary to fill in order to render available all the territory of the company; but the present area answers our immediate wants for the construction and repair of the rolling stock.

Some small jobs of masonry have been completed during the year, but no important work of this class has been required; more must be undertaken this year than last, as several abutments and curverts show need of renewal, and arrangements are in progress to begin work upon them at an early day.

1,336 tons of re-rolled iron rails made at the Portland Rolling Mill, and 198 tons of an English rail, were laid into the track the past year with the fish joint, thus making a total of 1,534 tons. This is more than we have put down in any previous year, and it is probably beyond our average wants. But little of the original iron is now left in the main track, some ten miles of it, much worn, having been taken up the past year. It is estimated that 900 tons will be sufficient for renewal this year.

26,807 cedar sleepers were put down the past summer. Contracts for 20,000 are made for this year, which it is believed will keep the track in a good, substantial, and safe condition.

The wooden buildings along the line of the road have required considerable repairs to keep them in good order, but no extensive work has been done at any one place; the only addition being an extension to the woodshed at Kennebunk, and a new car shed at Portland for protecting the passenger cars from the weather.

A gravel and construction train was at work, for about six months during the past year, raising ten miles of track upon new gravel, from six to twenty-four inches according to the locality, and at points most effected by frost in previous winters. During the past winter the track was very little displaced, and in fact was smoother than during any winter since its construction; still, this reconstruction of the track is a work requiring somewhat of repetition every year, and more of it must be done the coming season. A gravel and construction train with an efficient force of laborers is now at work.

Some considerable expense has been incurred in the maintenance of fences, but from the clayey nature of the soil along most of the line it is with difficulty they can be kept in good repair; and it will be necessary to do more than usual during the coming season upon them in order to comply with the laws of the State which require the road to be suitably guarded, as well for its own protection as for that of the owners of the adjacent lands.

With the exception of five box cars there have have been no addition to the rolling stock, but both engines and cars on hand last year have been kept in good condition and are now in constant use. More freight cars could be advantageously used. A baggage car for passenger trains, and a smoking car, both of which were wrecked in the accident near South Berwick Junction in May of last year, have been thoroughly rebuilt, and are now in the service of this company.

All our work at the machine and repair shops has been done promptly and economically. The general business of the road has been conducted efficiently, with usual regularity, promptness and freedom from accidents or serious casualties.

We have the satisfaction to state that no passenger has been hurt during the past year, also, that no employee has been injured sufficiently to disable him a week from his work. The only accident on our road which involved loss of life occurred on Saturday, March 12th, in the afternoon, at the crossing of the new road between Saco and Biddeford, when Messrs. Oliver B. Tracy, John H. Sawyer and H. Patridge, then driving across the track in a sleigh drawn by two horses, were struck by the engine attached to a passenger train. Mr. Tracy and Mr. Sawyer were killed—Mr. Patridge escaped with slight injury. A patient hearing of the circumstances attending this sad event was had before a coroner's inquest, and the company's men were exonerated from all blame.

An arrangement was made with Mayor Putnam and the City Government of Portland, to open a new street which should run from Cape Elizabeth Bridge over our land south of the depot, and should connect with Commercial street at the east end of the depot and opposite State street. It was contemplated that this new street should take the place of the present Avenue from Cape Elizabeth, which crosses our track and which was to be discontinued; and that Commercial street should be widened on the front of our premises to 100 feet. All this was to be preliminary to the building of a new depot. In order, however, to carry out these plans, some legislation was necessary. This was sought but refused us; and therefore nothing has yet been done toward the erection of new depot buildings for passengers and freight. We still hope that some satisfactory arrangement may yet be made to accomplish this object.

Many of the stockholders are desirous of terminating the contract with the Boston and Maine and Eastern R.R's. That contract requires a notice of 180 days, of our determination so to do. From the best estimate we can make, it will require in order to pay the penalty together with the compensation for improvements under the contract, also to supply the road with sufficient rolling stock and to build a new depot at Portland, an increased capital of $750,000. It the business of the road should continue to be equal to its average net earnings for the past five years, it would pay nearly or quite eight per cent. on its increased capital, and may we not reasonably expect an increase rather than a decrease of income? The Directors have inserted a clause in regard to this in the call for this meeting; and ask your instructions on the subject.

Number of miles run, 308,433. Expenses per mile, $1.45. Av. receipts per mile, $2.00. Per cent. of receipts used in expenses, 72½. Number of passengers carried, 390,795.

TRIAL BALANCE, APRIL 30, 1870.

Kennebec and Portland R. R	$100,000 00
Property	2,911 80
Portsmouth Bridge	32,000 00
Improvements	88,529 95
United States freight	599 85
Payments on account	2 000 00
Freight clerk	7,462 84
Wharf at Portland	33,574 11
New works at Cape Elizabeth	204,242 39
Portland, B. & M. Steamboat Co.	20,000 00
Cash	31,192 51
Portsmouth, G. F. & C. R. R	3,117 22
Boston and Maine freight	15,081 36
Postmaster General	2,025 33
Stock of materials	93,811 06
Railway	1,359,836 50
Connecting roads	18,097 40
	$2,014,482 32
Capital	$1,500,000 00
Eastern R. R.	194.751 58
Boston and Maine R. R	130,487 50
Dividend, June, 1870	37,500 00
Bills payable	48,072 42
Renewals	1,532 61
Income	12,138 26
Dividend account	90,000 00
	$2,014,482 32

President.—ICHABOD GOODWIN.
Treasurer.—E. NOTT.
Superintendent.—FRANCIS CHASE.

☞ The extension of the South Shore Railroad has been definitely located. It begins near the present terminus in Cohasset, runs through the villages of North Scituate, Scituate Harbor and Greenbush; thence crossing North River east of Little's Bridge, passes through East and South Marshfield, near Brant Rock and Cut River, to a point about one mile west of Duxbury lower, village. The length of the road is eighteen miles.

☞ The following gentlemen have been elected directors of the Monadnock Railroad Company: Oscar H. Bradley, and Peter Upton of Jaffrey, J. H. Fairbanks of Winchendon, Henry K. French of Peterborough, Baxter D. Whitney of Winchendon, H. A. Blood of Fitchburg. President, Jonas Livingston, of Peterborough, Treasurer and Clerk, W. B. Hatch.

☞ Messrs. Straw, Patterson & Maney have sub-let fourteen miles of the Maine Central Railroad extension, which is to be completed by March 1st. The directors feel certain that the trains will be running over the extended road by mid-July of next year.

Lehigh Coal and Navigation Co.

We gave in our issue of May 14, 1870, the Report of the Board of Managers of this company for the year ending December 31, 1869. The following is the Balance Sheet in detail of the company January 1, 1870:

Lehigh and Susquehanna Railroad		$11,272,079 01
Wilkesbarre planes—improvement		353,553 64
Lehigh and Susquehanna Railroad equipment		2,832,697 93
Lehigh Navigation		4,455,000 00
Coal lands		2,151,475 58
Coal improvements (Lehigh region)		1,661,057 12
" " (Newp'rt mines)		208,598 29
Shipping improvements		325,166 56
Landed property	$566,776 44	
Land improvements	512,372 42	
		1,079,148 86
Mining and gravity roads equipment (Lehigh)		278,887 77
Mining equipment (Newport mines)		27,686 76
Canal equipment		330 939 56
Materials and supplies on hand		263,158 20
Tools and stock in mines (Lehigh)		117,866 45
" " (Newport)		8,094 41
Coal on hand (Summit coal)		76,207 20
" (Newport coal)		17,683 08
Contingent fund		1,064,906 78
Bills receivable	$334,871 79	
Bonds and mortgages	119,458 25	
Ground and water-rents	175,202 54	
		629,532 58
Cash on hand		310,647 61
Balances due by boating and station agents		70,439 51
Rents due the company		16,587 29
Sinking fund under mortgage 25-year gold loan		3,937 38
Gold loan of 1894 on hand		1,895 500 00
Due by foreign roads		24,201 68
Debit balances individual ledger		645,115 80
Suspended debts—Mauch Chunk		977 56
" " Philadelphia		5,636 21
		$30,120,782 82
Capital stock		$8,739,800 00
Loan of 1870	$136,912 65	
Loan of 1873 (5-year)	38,800 00	
Convertible loan of '77	1,496,879 18	
Loan of 1884	5,606,099 66	
Loan of 1897 (R. R.)	2,000,000 00	
Loan of 1897 (gold)	5,000,000 00	
Loan of 1894 (gold)	2,000,000 00	
Loan of 1881 (Nanticoke)	31,000 00	
		16,309,691 49
Temporary loans		124,819 22
Bills payable		2,258,626 20
Mauch Chunk drafts unpaid		51,781 66
Interest due January 1st, 1870, and arrears		83,928 17
Dividends due and unpaid		1,204 20
Pay rolls for labor in December, and charged to the various accounts in 1869, but not payable until January, 1870		209,964 01
Vouchers for supplies purchased in 1869, charged to the various accounts in 1869, but not payable until January, 1870		84,342 37
Unclaimed wages, for wages due but not yet claimed		6,310 48
Due to foreign roads		24,967 17
Profit and loss		1,668,227 88
Due to individuals		557,119 97
		$30,120,782 82

☞ Work has been commenced on the Ware River (Mass.) Railroad Extension, several gangs being already engaged above Gilbertville, and a larger force will soon be employed all along the line to Winchendon. The contract provides that the road shall be completed within two years.

Chicago, Rock Island and Pacific Railroad.

This company have declared a dividend of four per cent., free of United States tax, payable on the 17th day of October, to shareholders who shall be registered as such on the closing of the transfer-books. The transfer-books will be closed on the afternoon of the 8th day of October and opened on the 2d day of November next.

The capital stock of the company has been increased one million dollars, in conformity with the proceedings of the stockholders at their meeting in June, 1869, and the same is offered to stockholders in the proportion of one additional share to each sixteen shares held by them on the closing of the transfer-books, said stock to be subscribed and paid for on or before the 1st day of November next, at which date negotiable scrip will be issued, entitling the holder to convert the same into shares of stock on and after 1st December next, when presented in sums of one hundred dollars, or any multiple of the same.

Stockholders not having complied with the above requirements by the 1st day of November next will be considered as having waived their right to subscribe, and the stock will be otherwise disposed of.

Brinckerhoff, Turner & Polhemus.

The attention of Railroad Companies, Master Car Builders, and Car Builders in general, is called to the advertisement of Messrs. BRINCKERHOFF, TURNER & POLHEMUS, on our second page. This old established and reliable firm are manufacturers of and dealers in all kinds of Cotton Duck for Car Coverings and Car Seats. They also manufacture all kinds of Cotton Canvas, Sail Ducks, Felting Ducks, Awning Stripes, &c. They are also agents of the "United States Bunting Company." A full supply of all articles in their line can be found always on hand, at their large and extensive stores, Nos. 13 and 15 Lispenard St., N. Y. The members of this firm, which comprise E. A. BRINCKERHOFF, J. SPENCER TURNER, THEODORE POLHEMUS, and H. D. POLHEMUS *special*, are old and established merchants of this city.

☞ The Baltimore *Sun* says that a company of Northern capitalists have taken charge of the road from Port Royal, the great harbor between Charleston and Savannah, and announce their purpose to have a continuous air line road from Port Royal through Memphis to Kansas City. This road from the Atlantic passes Opelika, Tuscumbia and across Alabama to Memphis. Its resources and fortunes are discussed with great interest by the press of Central Alabama.

☞ The new contractors, Messrs. Irwin & Sons, of Baltimore, commenced work on the Queen Annie's and Kent railroad on Wednesday of last week, having a force of hands grading from Centreville to Carville's Corner; also another force laying track from Sudlersville. The prospect for the completion of the road is really cheering.

☞ John R. Burnett, formerly collector of the Morris Canal and Banking Co., has been elected secretary of the company, vice John Rogers, deceased.

☞ The completion of the Colorado Central Railroad, from Denver to Golden City was celebrated at the latter place on the 27th ult.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Sept. 20, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

107,472.—Locomotive, William A Foster, Fitchburg, Mass.

107,478.—Lubricator, John Gates, Portland, Oregon.

107,492.—Adjustable Arms for working Slide-Valves, Hubbard Hendrickson, Red Bank, N. J.

107,505.—Balanced Rock Valve, John C. King, New York, N. Y., assignor to himself, George W. Woodward and George A. Blood, same place.

107,511.—Locomotive Attachment, Clark Lewis, Cassville, N. Y.

107,524.—Double Piston Engine, Albert W. Morrell, Niles, Mich., assignor of one-half his right to Perley Hale, Jr.

107,571.—Car-Coupling, William Walker, Woodside, Cal., assignor to himself and Robt. O. Tripp.

107,576.—Bridge, Isaac H. Wheeler, Sciotaville, Ohio.

107,601.—Electro-Magnetic Railroad Signal Apparatus, Alexander J. Elder, Chicago, Ills.

107,602.—Art of Manufacturing Spikes, David Eynon, Richmond, Va., assignor to the Tredegar Co., same place.

107,603.—Exhaust Nozzle, A. Fober Du Faur, New York, N. Y.

107,605.—Exhaust Nozzle, Wm. A. Foster, Fitchburg, Mass.

107,609.—Nut Lock, Robert Gilliland, Hudson, Mich.

107,620.—Preserving and Hardening Wood, Benjamin R. Nickerson, San Francisco, Cal.

107,623.—Apparatus for Coupling Cars, Richard F. Randolph, Jr., East Palestine, Ohio.

107,631.—Car-Axle Lubricator, Thomas Sayles, Chicago, Ills.

107,643.—Railway, Charles H. White, Emmett township, Mich.

Extension.—Improvement in repairing Railway Bars, Geo. Johnson, of Marshall, Mich., administrator of Joseph D. Cawood, deceased—Letters Patent, No. 15,637, dated Sept. 9, 1856.

Issued for the week ending Sept. 27, 1870, and each bearing that date.

107,649.—Metallic Roof, Wm. M. Barry, Nashville, Tenn.

107,688.—Dumping Car, Edward C. Hegeler, La Salle, Ills., assignor to "F. W. Malthiesson and Hegeler," same place.

107,702.—Friction Locomotive, Thomas S. Minniss, Meadville, Pa. (Antedated Sept. 17, 1870.)

107,704.—Nut Lock, James Moorecroft, Newport, R. I.

107,715.—Furnace Grate, Abraham L. Pennock, Upper Darby, Pa.

107,716.—Car Ventilator and Refrigerator, Wm. E. Phelps, Elmwood, Ills.

107,723.—Steam Engine, Wm. F. Richardson, Pittsburg, Pa.

107,739.—Lubricator, Ernest Von Jeinsen, San Francisco, Cal.

107,746.—Automatic Cut-off for Steam Engine, Daniel C. Woodbury, Rochester, N. Y.

107,748.—Steam Engine Condenser, Harrison Anderson, Peoria, Ills.

107,780.—Grate for Furnace, Reuben A. Hutchinson, Bergen, N. J.

107,798.—Railway Rail, Richard Montgomery, New York, N. Y.

107,814.—Car-Coupling, Bennett R. Rose, Kansas City, Mo.

107,826.—Lubricator, Levi F. Smith, Philadelphia, Pa.

107,837.—Car-Coupling, Geo. B. Terry, Pittsford, and Warren G. Hawley, Gorham, N. Y.

107,840.—Steam Generator, William Weston, Wm. R. Weston, Nathaniel Weston, and Burt Brett, Stevens' Point, Wis.

107,841.—Pump Valve, James T. Whipple, Chicago, Ills.

REISSUES.

4,131.—Lubricator, Henry A. Daniels, Waterbury, Conn., assignor to the Daniels, Nichols and Gaylord Manufacturing Co., same place. Patent No. 92,283, dated July 6, 1869.

4,134.—Composition for Covering Steam Boilers, &c., John Riley and Chas. W. Bissell, Troy, N. Y. Patent No. 95,517, Oct. 5, 1869.

Tax on Dividends Declared in 1869 Payable in 1870.

In the United States Circuit Court, Philadelphia, on the 19th ult., Justice Strong delivered an opinion in the case of the Philadelphia and Reading Railroad Company *vs.* Wm. H. Barnes, Collector of Internal Revenue *et al.*, but involving all the railroad companies in the question of a tax upon dividends declared payable after January 1, 1870. The plea of the plaintiffs set forth the real question as follows:

That the plaintiffs, who are a railroad company, declared a dividend on their capital stock to their stockholders on the 22d of December, 1869, as part of their earnings, incomes and gains made and accrued between July 1, 1869, and December 1, 1869, and that the dividend was declared payable to the stockholders on and after the 17th of January, 1870. The plea further avers that a return thereof was afterwards made to the assessor of internal revenue of the United States, and a tax of five per cent. of the amount of the dividends was assessed by him upon the plaintiffs, which was due and payable on or before March 31, 1870; that notice of the assessment was duly given, and a demand for payment was made upon the plaintiff by the district collector; that the tax was not paid in response to the demand, whereupon the defendants, who were the collector and deputy collectors, on the 5th of May, 1870, made a distress for the tax, together with five per cent. additional thereto, and the interest accrued thereon, and that this was the supposed trespassor.

Judge Strong stated the real question to be whether the act of June 30, 1864, as amended, authorizes the levy and collection of a tax upon dividends declared by railroad companies in 1869, but declared to be payable at a time after December 31 of that year, and therefore not receivable by the stockholders until the year 1870. The Judge holds that the tax in question is a part of the five per cent. tax imposed upon all incomes which, under the 116th section of the act, were to be assessed and collected "for the year ending the 31st day of December next preceding the time for levying, collecting and paying said duty."

It is true that in the provisions made by Congress for estimating or ascertaining the gains, profits, and income of any person, there are certain apparent exceptions. The 117th section, as amended by the act of 1867, required that there should be included in the estimate, *inter alia*, the share of any person of the gains or profits of all companies, whether incorporated or partnership, who would be entitled to the same if divided, whether divided or otherwise, "except the amount of incomes received from institutions or corporations whose officers, as required by law, withhold a per centum of the dividends made by such institutions, and pay the same to the officer authorized to receive the same, and except that portion of the salary or pay received for service in the civic, military, or naval, or other service of the United States, including Senators, representatives, and delegates in Congress, from which the tax has been deducted." But these exceptions recognize the dividends and interest received from such companies, and the gains from the salaries or pay of United States officers as a part of the tax payer's income. They are obviously introduced as a guide to the return of income, which the next following section requires to be made to the Assistant Assessor, and because a special mode of collecting the tax on such dividends, interest and salaries was intended to be provided.

There is nothing to warrant the belief that Congress intended to impose a burden upon income derived from one species of property greater or longer continued than that imposed upon income from other property, or that they intended to discriminate against Federal officers and compel them to pay a tax on their salaries after taxes on all other salaries had ceased. The dividends received by a shareholder of a railroad company, or a canal, turnpike or slackwater navigation company, or of a banking, trust, or insurance company, are, in every sense, as much his income as are the dividends he may receive from any other company, for example, a bridge or a manufacturing corporation. So is the interest received for loans to a railroad company as truly income of a bondholder as is the interest received by him on permanent loans to any other corporation, or natural persons. I must regard the 120th, 121st, 122d and 123d sections, not as imposing a distinct tax upon the subjects mentioned in them, but as having only the purpose to prescribe a peculiar mode of securing the collection of a portion of the tax previously imposed by the 116th section.

Accepting then the conclusion that the tax on railroad dividends, &c., is only a part of the tax on income generally imposed by the 116th section, and that the purpose of the 122d was not to impose a distinct tax, but to designate collectors and provide a special mode of collection, I proceed to consider what is the effect of the limitation clause in the 119th section. The 119th section imposes no tax. The reference must, therefore, be to taxes on income imposed by other sections of the act, to all of them, as well as those on railroad dividends, &c., as those on dividends made by telegraph companies, or gains received from any other source.

The clause also manifests a clear intent that the income to which it refers should not be subject to a tax unless derived or received prior to January 1, 1870. This appears clearly, when construed in connection with the 116th section, as it must be. That section enacted, as has already been noticed, that the tax therein provided for, including the tax on income from any source whatever, should be assessed, collected and paid upon the gains, profits and incomes for the year ending the thirty-first day of December next preceding the time for levying, collecting and paying said tax.

This provision must be assumed to have been in the mind of Congress when the 119th section was framed. Therefore, though the last tax was required to be levied on the first of March, 1870, it was designed to be a tax on the income of 1869; for unless the time of the levy had been in 1870 a large proportion of the income of 1869, probably much the largest portion, would have escaped the tax entirely. Then the provision that the taxes on income should be levied on the

first day of May in each year until and including the year 1870, and no longer, must mean that the income of 1870 should not be subject to taxation. If the income referred to was all income, as I have shown it was, in terms, it is difficult to avoid the conclusion that the act of Congress anthorizes no tax upon any income accrued, derived or received from any source during the present year. The only doubt I entertain in regard to the soundness of this interpretation is raised by the fact that the limitation mentioned in the 119th section is applied to the time of the levy, and that no express mention is made of taxes on railroad dividends, etc. But upon reflection I think such express mention would have been superfluous, except, perhaps, to solve a doubt, which does not appear to have been in the mind of Congress.

It seems to me that light is thrown upon the subject by observing what must have been the course of thought in the legislative mind when the system of income taxation was devised and expressed in the statute. The first thought was that of an annual tax upon all annual income. That was embodied in the 116th section. Next arose the inquiry whether the tax should be upon the income of the current year or upon that of the year next preceding its collection. That was answered in the same section. Obviously the inquiry then arose, how shall the income be ascertained? and for that, provision was made in the 117th and 118th sections. Then followed the 119th, which provided for three things: 1st. At what time in each year the levy should be made and the tax become payable. 2d. How long the tax should continue; and, 3d. How it should be collected. Upon the whole, in view of these considerations, I am of opinion that, except as to the time and mode of collection, Congress had no intention of placing the tax on those species of income mentioned in the 120th, 121st, 122d and 123d sections on any different footing from the tax on all other income, and that the statute does not impose upon it a burden greater or longer continued than is laid upon income generally.

Is then a dividend declared December 22, 1869, but declared to be payable January 17, 1870, income of 1869 or of 1870, within the meaning of the act of Congress? I think it must be income of the latter year. True it was earned by the company in 1869, but it was not available to the stockholders. The act speaks of income derived from any kind of property, etc. It seems to contemplate a tax upon income received or receivable, something out of which the tax can be paid. If it were not so, the tax might be exacted for that which never came and never could come into the hands of the tax-payer.

The language of the 122d section is also significant. In speaking of the companies therein mentioned, it declares they "shall be subject to and pay a duty of five per centum on the amount of all such interest or coupons, dividends or profits, whenever the same shall be payable." In other words, the duty arises when the dividend is payable. And such is the construction that has been given to the act, in accordance with which the taxes have been collected. Prior to the act of 1864, there was a tax on dividends at the rate of three per cent., and when by that act the rate was raised to five per cent., the Commissioners of Internal Revenue issued a circular, dated July 1st, 1864, declaring that "all dividends payable on and after July 1st, 1864, no matter when declared, are subject to the duty of five per centum." I am not aware that any different construction of the act has ever prevailed. My opinion, therefore, is that the dividend declared by the plaintiffs must be regarded as income of the stockholders for the year in which it became payable. It follows that the assessor was without authority to assess a tax upon it, and that the plea of the defendants does not justify the distress they made to enforce its payment by the plaintiffs, together with the payment of a five per cent. additional penalty.

Judgment on the demurrer is therefore directed against the defendants.

Missouri, Kansas and Texas Railroad.

I passed over the Sedalia Division, (known as the Tebo and Neosho railroad,) in a special train, provided by Manager Stevens, and in the company of Superintendent Hale. At Clinton we were joined by a number of railway men, among whom was Col. A. P. Ladue, a director of the Tebo and Neosho Railroad Company, who acts as the general agent of the Missouri, Kansas and Texas Railroad Company, in the prosecution of its various enterprises in this State. He returned with us to this place, and will accompany me throughout the trip over the other lines of the company, as Mr. Stevens has arranged.

The cars are now running—two regular trains, daily—to Montrose, fifty-four miles from Sedalia; and the track is laid about fifteen miles beyond, to within two or three miles of the Osage river. Track is being laid at the rate of one and a half miles daily. We visited the "front," which presented an animated and interesting scene. The number of men engaged in track-laying is 150. A train accompanies them, on which they eat and sleep. Following this, is the surfacing "gang"—thirty-five men, engage in levelling up the track, and bringing it to line. These live in a commodious tent, which changes its location once a week. Scattered all along the road to Sedalia are piles of ties, rails, joints, &c., awaiting transportation to the front. The loading of them upon cars keeps twenty-five men constantly at work. The ties (of oak and walnut) are laid 2 500 to the mile; the rail (56 lbs. English iron) is joined with the fish-splice; all the culverts are of the best stone masonry, as are the piers of the bridges, (Post patent,) of which there are but two of any importance—those across the Grand and the Osage—both built by Boomer. The road is first-class in construction, and is in excellent condition for the traffic, already large, and growing very heavy as Fort Scott is approached.

The location of the line must commend itself to the judgment, not only of the professional engineer, but of those who look upon a railway in the light of a legitimate money investment, and regard its proper management as strictly a business matter. The road has not been taken a half mile out of the most direct practicable line between its principal points, in order to bring it through a village, or secure local aid. The wisdom of this course, while it will be commended by results, is already verified by the fact that two or three outlying villages are removing *en masse*, inhabitants and buildings, to the nearest station—in one instance, more than two miles away. The grades are very easy, the curves few and low, and the tangents long—in one instance, thirteen miles.

As to the country along the line—while its general aspect is the same as that of Eastern Kansas, it is better supplied with timber. If possible, the soil is richer. I was surprised at the amount of land under cultivation. Although, after leaving Sedalia, you go further and further away from railway market, (previous to the building of this line,) you encounter a country more and more settled for forty miles; and, beyond Clinton, are never out of sight of thrifty farms. A prettier agricultural district I have never seen; the farms have all been settled since the war; and the houses are new and generally commodious and neat. The towns, too, are fresh, wide awake and attractive. Sedalia has grown, since the war, from a few hundreds, to 5,000 or 6,000 people; Clinton, from 300 to 2,800; and among the attractions of these, and others, are numerous comely churches and spacious, well designed school-buildings.

Manager Stevens, in behalf of the Missouri, Kansas and Texas Railroad Company, took hold of this line about the middle of June last, and has devoted himself to its earliest possible completion with his characteristic energy and accustomed success. The "end of the track" is now carried seventy miles; grading is entirely completed to Nevada, and nearly to Fort Scott, to which point it is expected to have the cars running by Oct. 15; and connection with the Neosho Division ("Neosho Valley Railroad") of the Missouri, Kansas and Texas Railroad will be made at the earliest possible day, the distance to the point fixed being 160 miles.

Among other enterprises that Mr. Stevens has in hand, (all of which will be hereafter described,) mention should be made of the road from the City of Holden, Mo., (on the Missouri Pacific Railroad,) westward through Harrisonville to the State line. The grading and bridging are completed to this point, and track-laying is in active progress to Harrisonville. In Kansas, grading is under way to Paola, and the line is located to Ottawa—from which point it will intersect the Neosho Division at Council Grove or Emporia.—*Cor. Chicago Railway Review.*

Tax on Gas.

In reply to recent inquiries, the acting commissioner of internal revenue states that the tax on illuminating gas imposed by the act of June 30th, 1864, as subsequently amended, is still in force. This tax is a specific tax of fifteen, twenty or twenty five cents per thousand cubic feet, according to the general average of the monthly product for the year preceding the return required by law to be made. The act of March 31, 1868, which repealed the specific and ad valorem taxes imposed on manufactureres generally, made an exception of illuminating gas, distilled spirits, tobacco, snuff and cigars, &c. The act of July 14, 1870, repeals the several taxes on sales imposed by the internal revenue laws, except such as are paid by stamps, and the taxes on sales of leaf tobacco, manufactured tobacco, snuff, cigars, foreign and domestic distilled spirits and wines, after the first day of October, 1870. By neither of these acts was the tax repealed on illuminating gas. All gas companies are still required to make monthly returns and pay tax on their products as before stated.

☞ On and after October 1, 1870, the following taxes are discontinued, being repeated as of that date, by the act of July 14, 1870, viz: All taxes on gross receipts and on sales except those of tobacco, spirits and wines. Also the tax on legacies and successions on property passing by death occurring after that date. Stamps will no longer be required on promissory notes for less than one hundred dollars; nor on receipts for any amount. Stamps are still required on checks and all other documents (with the above exception) heretofore taxed.

☞ The interest coupons of the first mortgage bonds of the Chicago, Danville and Vincennes Railroad Company, due October 1, 1870, will be paid in gold on and after that date, upon presentation at the office of the Company, No. 38 Pine street.

☞ Work on the Canada Air Line railway has commenced at St. Thomas. Mr. Henry Yates, of Brantford, has the contract. A large number of men are in demand now to push forward the work at the highest speed.

☞ The Hartford and New Haven Railroad Company has declared a quarterly dividend of $2 on each share of full stock, and $1 50 on each share of scrip stock, payable October 1.

☞ The Philadelphia, Germantown and Norristown R. R. Co. have declared a dividend of five per cent., payable clear of taxes on and after October 1, 1870.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont.100	459,900	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	July '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '70 5
Boston and Providence ...100	3,360,000	J. & J.	July '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	July'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June 70 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 2
Brooklyn City & Newt'n.100	399,800	.....	Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,929	J. & J.	July'70 5
Cape May and Millvi le* 50	447,000	J. & D.	June'70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J	Jan.'70 5
Central of New Jersey...100	15,000,000	J. & J.	July'70 4
Central Ohio.....100	2,600,000	J. & D.	June '70 1
Do. pref.....100	400,000	J. & D.	June'70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'70 2
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" " pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	June'70 2
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,600,000	A. & O.	Apl. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	392,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,968,775	J A J &O	Aug'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & D.	June'70 4
Concord 50	1,600,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Aug. '70 3
Connecticut River..... 100	1,700,000	J. & J.	July '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*...100	2,320,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	July'70 3½
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	Feb'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,540,000	J. & J.	July '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.).....50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph.100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,830	.....	Jan. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.Mad. & Ind...100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jul. '70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun. '70 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Oct. '70 3
Lowell Horse 100	55,880	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	July '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,.65	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. 70 3½
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Jan'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London.100	738,588	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '70 5
New London Northern....100	895,000	.....	July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	21,491,450	A. & O.	Oct. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem... 50	6,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	July '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70
Ninth Avenue 100	797,400	.....	.....
Norfolk & Petersb'g guar.100	187,500	J. & J.	Jan. '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	May. '70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 2
Northern of N. Hampsh..100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July '70 3
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	July'70 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	8,500 000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct. '70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.AJ&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	July '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '70 5
Phil., Germ'nt'n & Nor'n 50	1,635,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '70 5
Portland and Kennebec....100	582,300	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'70 3
Providence & Worcester.100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 2½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh's. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	120,000	.....	July'70 2
Shamokin V. and Pottav.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul.'68 3
South Western, Georgia..100	3,959,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch 50	250,000	F. & A.	Aug.'70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	Nov.'69 4
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	July'70 3
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,200,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	June'70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh'p...100	20,000,000	M.JS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —	.....	J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	June'70 3
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,168	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	806,040	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,068	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,688	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	380,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,154,520	1,080,946	1,246,313	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918 342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,9 5
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	... ...	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,058	505,266	506,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,218	111,117	111,127	118,407	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	380,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	436,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,6 4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,1 0	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,3 0	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,' 92	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	405,66	7,250,669
1870	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	289,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 580 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,758	95,610	105,033	103,716	117,625	116,242	107,524	122,000	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	797,948	802,586	706,602	623,560	617,585	758,467	857,332	837,388	716,829	8,799,163
1870	528,529	500,139	539,238	706,603	746,450	684,519	543,058	664,051	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Sept 1, 1870.					
Loan of June 14, 1858 ....registered	$20,000,000	5	Jan. & July.	1874	107⅝
.. ..coupon		5	" "	1874	108
Loan of June 22, 1860 ....registered	7,022,000	5	" "	1871	....
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5,'61 registered	282,733,100	6	" "	1881	114
and March 3, 1863 .... coupon		6	" "	1881	114½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	498,012,800	6	May & Nov.	1882	111¼
.. .. .. (5-20s).....coupon		6	" "	1882	112⅜
Loan of March 3, 1864 (5-20s)...registered	3,129,100	6	" "	1884	111⅜
.. .. .. (5-20s).....coupon		6	" "	1884	111⅜
Loan of June 30, 1864 (5-20s)...registered	107,611,750	6	" "	1884	111⅜
.. .. .. (5-20s).....coupon		6	" "	1884	111⅜
Loan of March 3, 1865 (5-20s)...registered	188,380,300	6	" "	1885	111¼
.. .. .. (5-20s).....coupon		6	" "	1885	111⅝
.. .. 2d series (5-20s)...registered	280,298,350	6	Jan. & July.	1886	110¼
.. .. .. (5-20s).....coupon		6	" "	1886	110¼
.. .. 3d series (5-20s)...registered	347,714,500	6	" "	1887	110⅜
.. .. .. (5-20s).....coupon		6	" "	1887	110¼
.. .. 4th series (5-20s)...registered	39,737,850	6	" "	1888	110¼
.. .. .. (5-20s).....coupon		6	" "	1888	110¼
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106⅜
.. .. .. (10-40s)....coupon		5	" "	1904	106⅜
Pacific R. R. Bonds..............(currency)	64,618,632	6	Jan. & July.	'95–'99	111⅛
Certificates of Mar. 2, 1867, and July 25, 1868..	45,395 000	3	....	Dem.	....
Navy Pension Fund of July 23, 1868..........	14 000,000	3	....	......	....
Loans of 1842, 1847 and 1848..................	44,050	6	....	Due.	....
Texas Indemnity Bonds of Sept 9, 1850	242,000	5	....	Due.	....
Treasury Notes prior to 1857..................	89,625	6	....	Due.	....
Treasury Notes of 1857, '61 and '63	240,702	var	....	Due.	....
Treasury Notes (7-30s)........................	611,850	7.3	....	Due.	....
Certificates of Indebtedness..................	5,000	6	....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,090,590	6	....	Due.	....
Temporary Loan of June 30, 1864	181,310	var	....	Due.	....
U. S. Notes (greenbacks)......................	356,108,971	*nil.*	....	Dem.	....
Fractional Currency	40,854,384	"	....	"	....
State Securities, latest dates.					
Alabama—State Bonds..........................	168,900	5	May & Nov.	1872	70
.. — .. .. (extended).........	2,414,800	5	" "	'83–'85	
.. — .. .. (sterling)..........	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).............	660,200	8	" "	'94–'95	100
Arkansas—State Funded Debt Bonds.........	4,300,000	6	Jan. & July.	1861	65
.. — .. .. Aid Bonds...........	1,500,000	7	April & Oct.	1868	75
California—Civil Bonds of 1867..............	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860...............	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds...........	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).......	100,009	7	Jan. & July.	1870	....
.. — .. .. (" ").......	176,000	7	May & Oct.	1870	92
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.)........	1,519,000	6	" "	'68–'74	85½
.. — .. .. (" ")........	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling)...........	72,000	5	Mar. & Sept.	1869	....
Illinois—New Interna. Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.......................	996,649	6	" "	1877	100½
.. —Liquidation Bonds..................	193,400	6	" "	1865	
.. —Refunded Stock	985,900	6	" "	'69–'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	100
.. —War Loan Bonds	543,200	6	" "	1879	....
.. —Ill. and Mich. Canal........(sterling)	792,222	6	" "	1870	100
.. — " " " ....registered	535,367	6	" "	1870	....
Indiana—State Stock..........................	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds......................	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858....................	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.......	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67..................	750,000	7	Jan. & July.	76–'97	....
.. —Territorial Debt Bonds................	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.......................	1,421,000	6	April & Oct.	'71–'72	99
.. —	339,000	6	May & Nov.	1879	
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds......................	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.)........	684,500	6	Jan. & July.	1898	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	
.. — .. .. (Levees)............	1,000,000	6	Various.	1886	76
.. — .. .. (" 1867).........	2,414,000	6	May & Nov.	1907	
.. — .. .. (" 1868).........	3,000,000	8	" "	1908	87
.. — .. .. (Funding)............	494,800	6	Various.	'86–'88	66¼
Maine—Civil Loans...........................	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	....
.. —War Loan of 1861......................	800,000	6	"	1871	100
.. — .. .. 1863......................	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. 1864......................	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863..................	475,000	6	Feb. & Aug.	1880	97¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	98¾
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837............	269,000	6	" "	1890	....
.. — .. .. 1827............	24,000	5	" "	1880	95½
.. — .. .. 1834–'35.........	1,438,428	6	" "	'70–'85	....
.. — .. .. 1838–'39.........	525,008	6	" "	'89–'99	97
.. — .. .. 1838–'39.........	46,232	5	" "	1890	95¼
.. Defense Loan of 1864–'68	2,040,100	6	" "	1883	79
.. —South Relief Loan of 1867............	100,000	6	" "	1878	102½

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	98½
.. —Eastern R. R. Loan..........	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	105½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.)..............	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	111½
.. —	50,000	6	" "	1877	105½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112½
.. —	650,000	6	" "	'72–'73	110
.. —	720,000	6	" "	'74–'75	109½
.. —	1,430,000	6	" "	1876	109
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	98
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	99
.. —War Fund 5-20 Loan.........	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan...........	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds................	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan....................	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	100
.. —War Loan........................	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan..................	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).........	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper................	453,000	6	Jan. & July.	'62–'90	90½
.. —Consols. (interest)...............	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	....
.. —S. W. Pacific, guar...............	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.......	3,000,000	6	" "	'81–'85	90
Nebraska—(No Account)......................	....	...	....	......	....
Nevada—(No Account).......................	....	...	....	......	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	
New Jersey—War Loan of 1861 (free)..........	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).........	1,002,900	6	" "	'86–'96	....
.. — .. of 1864..................	593,409	6	" "	'97–'02	....
New York—General Fund Stocks............	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks........................	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	107
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock......................	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds......................	22,186,000	7	" "	1877	108
North Carolina—State Bonds (old)...........	8,511,000	6	J.&J.orA.&O.	'69–'91	50
.. — .. (new)............	3,059,045	6	" "	'92–'98	28½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York)................	2,026,171	6	Jan. & July.	1870	100
.. — .. (")...............	1,600,000	6	" "	1875	100
.. — .. (")...............	4,095,309	6	" "	1881	102½
.. — .. (")...............	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus)...............	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds........................	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans..................	4,724,000	5	Various.	'72–'82	102
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.............	400,000	6	April & Oct.	1879	111
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	111
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan....................	2,820,750	6	" "	1871	103
Rhode Island—War Loan of 1861............	30,500	6	April & Oct.	1871	99
.. — .. of 1862............	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863............	214,000	6	April & Oct.	1883	99½
.. — .. of 1863............	776,000	6	Jan. & July.	1893	99
.. — .. of 1864............	881,000	6	Feb. & Aug.	1894	101½
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.)............	484,445	5	" "	1868	....
.. —State House Loans..........	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.............	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	69½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60½
Texas—No legal debt.........................	....	...	....	......	....
Vermont—State Bonds........................	1,026,000	6	June & Dec.	'71–'78	100
.. — .. Certificates.................	201,000	6	" "	'71–'78	....
Virginia—State Stock........................	20,653,962	6	Jan. & July.	long.	67
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.......................	2,331,500	5	" "	"	....
.. —Funding Stock......................	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.................	1,735,380	6	" "	Var.	....
West Virginia—No Debt......................	....	...	....	......	....
Wisconsin—War Loan Bonds..................	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	29½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	85½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	87
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,652,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £368,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	92
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	87½
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	89
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm'ts subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	107
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	99
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	92½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	825,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.).	855,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	99
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.).	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1894	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	78
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	96½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension).	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension).	1,597,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension).	1,106,489	7	Jan. & July.	" "	1893	77½
Consol. S. F. Mort. ($5,000,000)	676,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	92½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	93
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	96
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	99
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	94½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	182,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	110
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1898	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,900	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	89¾
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	98
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	90⅞
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99⅛
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92¾
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						....
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						....
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101¼
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'88	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	90
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	96
Chattel Mortgage	360,000	10	April & Oct.	"	1887	112
2d Mortgage	276,500	7	— & —	"	18—	94½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	96
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	90½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	93
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	140,000				1895	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	58
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80½
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95¾
Company Bonds	458,000	6	April & Oct.	"	1875	95½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102¼
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76¼
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome.						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	846,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	103½
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	80
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	104
1st Mortgage (General)	5,000,000	6	" "	"	1881	94
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	88½
Philadelphia, Germant. & Norist						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	97¼
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	95
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1863 for renewals	477,500	6	April & Oct.	"	1893	83
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	107
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	91½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	78½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅞
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	93½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,010	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	88¾
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	87
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79⅝
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81⅝
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	83
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87-'89	69
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	72½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	37½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91¾
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	298,200	7	"	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	80
2d Mortgage	23,500	6	" "	" "	1868	73½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101½
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage unendorsed	400,000	6	" "	"	1890	78
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	90
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "		1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,201,850	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	73¾
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	9
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York.	2,146,579	*			4,183,000	915,000	1,205,943		25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	23.0	—					Alabama and Chattanooga.... New York.	*								70.0						—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*			2,149,200	4,175,000			142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	6	425	Allegheny Valley ..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114		132.0				1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*				425,000			68.0	118,080			195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—					Ashuelot ..... New Hampshire.	506,000				246,018	150,000			—	(Leased	to Cheshir	e.)		7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7				362,666	119,162	8	100	96
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.					30,000,000	29,999,000			505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,786,183	*			3,940,489	2,000,000			285.7	461,575			784,340	274,582	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*			1,795,225	200,000	102,991	81,558	95.0				106,801	22,608	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,080,749	206,554	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	*			194,240	20,000			15.5	20,032	498,333	44,213	30,123	4,891	4	100	132½
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,[illegible]	20,361,676	379.6	6,640,721			8,724,916	2,968,809	8	100	125
Sept. 30, 1869	30.0	—	....	—					Washington Branch ¶ ..... Maryland.	1,650,000		377,661		1,650,000	20,000		357,661	30.0	418,895			415,924	277,508	10	100	4
Sept. 30, 1869	103.5	—	....	—					Parkersburg Branch ..... W. Virginia.									103.5	691,644			536,033	L158,572	—	100	....
Dec. 31, 1869	29.0	20.0	10.0	200.0	8	2	1	822	*Bay de Noquet and Marquette* .... Michigan.	1,791,776	*	289,895	51,571	1,451,000	125,000	173,651	563,611	40.0	119,434			513,355	—	—	100	....
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*			995,800	2,244,500	902,636		79.0	298,128			848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*			332,000	700,000			59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Nov. 30, 1869	21.2	—	1.9	—				80	Berkshire ..... Massachusetts.	500,000	100,000			600,000			600,000						42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—					Blossburg and Corning ..... New York.	582,346				250,000				—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1869	200.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany .... Mass. & N. York.	17,719,195	2,597,837			16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636		34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3		7,510,140	4,187,460	524,564	135,263	—	100	78½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725	—	100	5
Nov. 30, 1869	26.8	1.9	45.0	—	29	35	17	533	Boston and Lowell ..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	136
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine ..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146.1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	149½
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,581	10	100	145½
Sept. 30, 1869	26.0	—	2.0	....					Buff., Bradford and Pittsb. . Penn. & N. Y.	2,869,500				2,286,000	583,500			—	(Le	ased to E	rie.)			—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb. ... N. Y. & Penn.	1,446,988	*			428,717	700,000			87.2	121,957			225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie ..... N. Y. & Penn.	7,008,901	*			6,000,000	4,000,000			88.0	989,627			1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—					Buffalo and Lake Huron ..... Canada.	8,000,780	*							—	(Leased	& oper. by	GrandTru	nk of Ca.)		—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,088	*			950,000	2,389,000			—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*			428,472				1.60	28,606	664,730		49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000			2,500,000	1,500,000			—	(No ret	rns 110 m	iles recent	ly comple	ted.)	—	100	....
Dec. 31, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River* ..... Iowa.	12,190,000	*			1,633,000	9,957,000			279.0				921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy ..... New Jersey.	12,361,557	*			5,000,000	9,751,335			92.3				4,229,064	1,257,425	10	100	114½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic ..... New Jersey.	2,093,157	*			1,120,805	990,000			60.2				320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—					Camden and Burlington Co.. New Jersey.	712,362				332,925	300,000			—	(Leased	& oper. by	Camd. &	Amboy.)		—	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	3	100	70
Dec. 31, 1869	41.4	—	3.7	—					Cape May and Millville ..... New Jersey.	809,380				447,000	200,000	202,205		—	(Leased	and oper. b	y West J	ersey.)		8½	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville ..... Penn.	738,854	*			426,900				34.0	85,576			150,265	69,591	6	100	20
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa ..... Penn.	3,826,500	*			3,359,500	445,350			67.5	307,310			625,132	178,342	—	50	....
Sept. 30, 1869	34.6	—	....	—					Cayuga and Susquehanna ..... New York.	589,110				589,110				—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....					Cedar Falls and Minnesota ..... Iowa.	3,402,000				1,701,000	1,701,000			—	(Leased	and oper. b	y Illinois	Central.)		—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—					*Cedar Rapids and Missouri River* ... Iowa.	15,000,000				8,000,000	7,620,000			—	(Leased	and oper.	by Chic. a	nd N.W.)		—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia ..... Georgia.	4,703,877	*			4,666,800	786,000			284.0	974,915			2,247,920	475,300	—	100	....
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey ..... New Jersey.	10,871,242	*	docks, &c		15,000,000	3,400,000			74.0				4,010,122	818,660	10	100	122
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio ..... Ohio.	5,505,935	*			3,000,000	2,500,000			137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	106½
Dec. 31, 1869	890.0	1[illegible]0	74.2	—	147	144	25	1,561	*Central Pacific* ..... California.	97,094,922	*			40,097,290	28,620,000			890.0	2,8[illegible],227			5,670,822	2,677,299	—	100	25
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R. ... Kansas.	4,200,000	*			1,000,000	3,200,000			100.0						—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6		(N	o returns.)			—	100	....
Sept. 30, 1869	17.4	—	12.5	—					Chemung ..... New York.	400,000				380,000				—	(Leased	to Erie &	N.Centrl.)	403,785	177,249	—	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington ..... S. Carolina.	600,000	*			291,222	225,000			40.0				30,000	.....	6	100	....
Sept 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio ..... Va. & W. Va.	11,955,948	*				3,288,692							42,760	18,648	—	100	....
Nov. 30, 1869	53.5	—	13.0	—	24	18	7	364	Cheshire ..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500		109,496	53.6	495,525	(No retur	ns publish	ed.)		—	100	....
Oct. 31, 1869	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	*			871,900	500,000	437,500		—	(Leased	4,733,511	15 801,755	713,526	51,338	5	100	....
Dec. 31 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	to Phila. a	nd Read.)	101,714	2,331	—	50	64
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy .. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	4,681,563	2,004,970	10	100	112½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*			1,500,000	1,000,000			73.0		(N	o returns.)	6,812,809	3,145,287	10	100	152
May 31, 1869	81.3	1.1	16.7	—					Chicago, Iowa and Nebraska ..... Iowa.	5,000,000				3,916,000	810,000			—	(Leased	and oper. b	y Chic. a	nd N.W.)		—	100	....
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0				13,941,343	4,881,189	10	100	119½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	83
May 31, 1869	—	—	—	26.0					Chillicothe and Brunswick	.....				500,000	500,000			—						—	100	116½
Mar. 31, 1869	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton ... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,300	330,249	375,925	60.1	498,270			1,191,457	611,493	9	100	....
Jun. 30, 1869	20.5	6.7	6.2	—					Cincinnati and Indiana ..... Ohio & Ind.	1,894,477				500,000	1,500,000			27.2	153,550	2,500,000	5,650,000	233,567	107,983	10	100	75
Dec. 31, 1869	13.0	—	10.0	—					Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	*			1,000,000				—	(Leased	and oper. b	y Kentuc	ky Central.)		—	100	....
Jan. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction .. O. & Ind.	5,805,062	*			3,027,450	2,033,000	776,398		98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—					Cincinnati and Martinsville ..... Indiana.	800,000				400,000	400,000			—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452		82,810	382,600	625,000	22,395		42.0				105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland .. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259			795,469	145,405	—	100	20½
Jun. 30, 1869	132.1	—	9.0	—	16	11	6	227	Cincinnati and Zanesville ..... Ohio.	2,969,361	*			1,669,361	1,300,000			132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	346.5	49.9	61.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	.....	.....	11,620,000	1,997,000	.....	.....	390.4	2,155,245	29,770,918	95,130,680	2,962,614	929,384	7	100	80
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio	2,922,345	397,981	.....	.....	2,056,750	1,652,100	.....	.....	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	...
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....	Ohio & Penn.	8,450,515	2,283,265	.....	.....	6,300,475	3,883,500	.....	610,497	225.0	1,665,141	.....	.....	2,383,670	908,306	8	50	107
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	.....	.....	6,250,000	3,149,000	.....	.....	—	(	Leased to	Lake Sho	re.)	.....	7	100	93
Jun. 28, 1869	588.0	12.5	67.9	—	235	76	28	1,690	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	33,539,369	*	.....	.....	13,000,000	18,814,000	1,725,369	.....	558.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	17½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....	Ohio.	2,034,200	—	.....	.....	1,786,200	248,000	.....	.....	—	(Leased	& operate	d by Little	Miami.)	.....	6½	100	...
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....	New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	110.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	...
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont..	New Hampshire.	698,258	*	.....	.....	595,587	374,500	300,000	.....	27.0	39,460	556,055	361,137	75,430	27,339	—	100	...
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..	N. Hampshire.	1,108,859	—	.....	.....	350,000	—	.....	.....	—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..	Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	13,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	135
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....	Pennsylvania.	2,278,300	—	215,000	—	1,278,300	1,000,000	.....	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	50	...
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	(Leased	by Northe	rn N. H.)	38,458	15,931	—	100	...
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*	.....	.....	1,500,000	3,443,000	.....	.....	34.0	337,200	.....	.....	791,053	75,118	—	50	...
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....	Penn. & Md.	1,492,204	*	110,000	.....	1,316,900	352,300	.....	.....	74.0	226,576	.....	.....	523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk	Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8	.....	.....	.....	169,418	62,768	10	100	...
Apr. 30, 1869	—	—	—	117.5	...	...	...	...	Danv., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	...
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,857,058	667,268	.....	261,099	2,393,140	4,278,300	112,579	.....	141.4	.....	.....	.....	1,061,856	421,277	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	...
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....	Ohio.	870,000	—	.....	.....	309,276	715,000	.....	.....	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	...
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....	Delaware.	1,826,018	—	.....	.....	891,206	892,750	.....	.....	—	[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	...
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....	Penn.	11,250,000	3,250,000	.....	.....	14,100,600	3,308,000	2,190,000	.....	253.4	1,820,253	.....	.....	2,417,324	637,845	10	50	104
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....	Iowa.	8,182,500	*	.....	.....	3,872,500	4,310,000	.....	.....	184.0	.....	.....	.....	830,241	365.392	—	100	...
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....	Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104'063	189.0	614,243	.....	.....	1,615,618	666,267	—	100	...
Nov. 31, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....	New Hamp.	480,000	.....	.....	.....	480,000	—	.....	.....	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	...
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	.....	7	100	100
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....	Iowa.	1,550,000	*	.....	.....	1,000,000	550,000	.....	.....	79.0	.....	.....	.....	188,832	.....	—	100	...
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...	N. York.	407,000	.....	.....	.....	280,000	.....	.....	.....	—	(I	n progres	s.)	.....	.....	—	100	...
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...	N. Y.	1,700,000	—	.....	.....	700,000	1,000,000	.....	.....	—	(Leased	to Boston,	Hart.&Fis	hkill.)	.....	—	100	...
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....	Penn.	264,800	—	2,500	.....	89,800	175,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	...
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....	Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	...
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	.....	6	50	...
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....	Pennsylvania.	1,472,599	.....	.....	.....	1,309,200	495,900	.....	.....	—	(Leased	to Phila.	& Readin	g.)	.....	7	50	84
Jun. 30, 1869	130.0	—	6.7	—	20	14	5	206	East Tennessee and Georgia ¶.	Tenn. & G.	3,419,480	*	73,630	277,966	653,050	2,666,378	451,608	.....	130.0	330,983	.....	.....	537,737	195,256	—	100	...
Jun. 30, 1869	110.0	30.0	9.5	—	19	23	4	209	East Tennessee and Virginia ¶.....	Tenn.	3,495,764	*	105,238	150,082	1,290,067	2,388,606	53,771	.....	140.0	.....	.....	.....	515,994	168,981	—	100	...
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	.....	.....	—	100	...
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	—	.....	.....	500,000	—	.....	.....	—	(Leased	toNorther	n Central.)	25,000	25,000	5	100	...
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Cent.)	562,934	loss.	5	50	57
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....	New Jersey, N. York & Pa.	57,164,421	7,440,575	.....	.....	78,536,910	23,398,800	.....	.....	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	23½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....	Pennsylvania.	2,634,232	1,045,893	545,000	.....	999,600	2,577,590	.....	57,809	101.2	484,530	.....	.....	824,611	383,028	—	50	...
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	95	European and North American ¶..	Maine.	2,094,883	148,659	.....	.....	.....	3,000,000	.....	.....	—	58,493	.....	.....	129,726	56,195	—	100	...
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶.	N. Brunsw.	4,674,808	*	.....	.....	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	...
Aug. 30, 1869	109.0	23.0	10.0	....	15	12	5	201	Evansville and Crawfordsville...	Indiana.	2,410,284	361,414	35,911	67,463	1,144,030	1,213,000	48,812	469,230	132.0	.....	.....	.....	456,978	171,527	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..	R. I.	330,089	—	21,759	208	150,000	238,450	17,000	.....	5.8	10,881	398,465	.....	29,687	6,815	—	100	...
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....	Pennsylvania.	130,000	—	.....	.....	90,000	—	.....	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	...
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	—	.....	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	152½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....	New Jersey.	375,000	—	.....	.....	150,000	100,000	100,000	.....	—	(Oper. b	y Belvide	re Delaw	are.)	.....	—	100	...
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....	Michigan.	2,269,094	*	173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	.....	.....	466,737	232,707	—	100	...
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central.*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	...
Feb. 31, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..	Ill. & Mich.	2,300,000	*	.....	.....	800,000	1,500,000	.....	.....	—	(Not i	n complet	e operatio	n.)	.....	—	100	...
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..	N.J.	200,866	30,061	99,266	.....	230,845	—	97,266	.....	23.0	12,800	.....	.....	69,807	2,038	3	100	...
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	[Operat	ed by Rec	eiver.]	.....	.....	—	100	...
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....	Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	.....	.....	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	—	—	—	—	*Grand Rapids and Indiana*.....	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	...
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....	Michigan.	3,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	[Owned	and oper. b	y Mich.Ce	n.since A	pl.1870.]	—	100	...
Jun. 31, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....	Canada.	90,720,865	*	.....	.....	.....	.....	.....	.....	1,830.0	7,071,893	.....	.....	7,158,924	1,607,631	—	100	...
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....	Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	.....	.....	3,934,114	1,780,616	4	100	...
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,902,157	.....	.....	164.2	125,000	.....	.....	365,528	146,211	—	100	...
Aug. 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....	Missouri.	17,947,073	*	.....	.....	8,000,000	8,938,000	1,009,076	.....	275 0	.....	.....	.....	2,941,997	.....	—	100	112½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..	Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	23,069	—	(Leased	to Pennsy	lvania.)	.....	.....	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....	Connecticut.	3,407,285	—	.....	.....	3,300,000	927,000	.....	.....	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	...
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	...
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic	Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8	.....	.....	.....	943,808	166,231	—	100	...
Dec. 31, 1869	144.0	36.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....	Texas.	5,600,000	*	.....	.....	3,000,000	2,600,000	.....	.....	125.0	.....	.....	.....	1,040,000	601,933	—	100	...
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	[Is bein	g continue	d to Wher	ton Color	'do Riv.]	—	100	...
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River	New York.	19,919,537	*	.....	.....	16,020,000	4,309,220	.....	.....	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	...
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt....	Penn.	2,202,174	*	.....	.....	706,580	1,927,614	.....	.....	58.8	191,777	.....	.....	291,564	5,882	—	50	...
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central*	Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,506	.....	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	136
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....	Indiana.	(Road in	progress	i s now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..	Indiana.	13,720,057	*	.....	.....	5,685,497	7,358,931	675,628	.....	289.0	1,205,686	.....	.....	1,774,867	Loss.	—	100	32
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	[Project	ed.]	.....	.....	.....	—	100	...
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron	Ohio.	327,795	*	.....	.....	132,411	35,000	.....	.....	13.0	24,000	234,368	664,541	63,307	11,855	—	100	...
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....	Pennsylvania.	250,000	18,000	249,500	.....	400,000	130,000	.....	.....	11.0	.....	.....	.....	32,361	22,727	—	50	...
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..	Michigan.	2,598,023	*	.....	87,031	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	...
Dec. 31, 1869	108.0	52.0	17.2	—	37	28	15	549	Jeffersonville, Madison and Ind..	Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	857,179	1,632,923	225.0	.....	.....	.....	1,140,099	403,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	and oper. b	y Chicago	& Alton.)	.....	7	100	90
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased	and oper. b	yMich'gan	Central.)	.....	8	100	...
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....	Pennsylvania.	898,324	—	.....	.....	180,250	800,000	.....	.....	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	...
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....	Kentucky.	.....	.....	.....	.....	.....	1,209,000	[St'k sw	amped.]	112.0	.....	[Operated	by bondh	olders.]		—	100	...
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	100	...
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	[No	returns.]				—	100	...
Dec 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶....	Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	31.0	[No	returns.]				—	100	...
Oct. 31, 1869	80.0	—	27.5	—	24	8	3	934	Lackawanna and Bloomsburg	Penn.	3,320,000	550,000	.....	.....	1,325,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....		37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	241	179	58	5,391	Lake Shore and Michigan Southern.....	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552		993.9	.....	.....	.....	12.945,598	5,034,071	8	100	93½
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	119½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200		42,600		6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....		15.0	.....	.....	.....	.....	.....			....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....		—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1	869 to Pb	g Cin&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....		—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	84
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100		112,927		9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....		123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	....
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,510	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	62
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	....
Jun. 30, 1869	185.0	196.2	36.5	74.0	66	45	26	757	Louisville and Nashville...Ky. and Tenn.	13,857,794	*	2,649,018	871,760	8,780,501	5,213,500	1,518,102	1,868,468	381.2	1,058,503	22,561,417	40,813,713	2,381,138	1,031,676	7	100	62
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	70¾
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000		600,000			10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswick .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000		49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....		.....		34.2	.....	(Oper. by	State rec	elver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907		—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,982	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000		5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	135½
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000				—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819		276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10 0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....		44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1869	282.0	19.0	24.7	—	54	37	7	645	Memphis and Charles.Tenn., Miss. & Ala.	8,583,733	*	624,403	1,240,268	5,312,725	4,110,937	925,075	99,667	291.0	816,569	.....	.....	1,182,759	401,212	3	100	38
Jun. 30, 1869	82.6	—	2.9	—	12	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	*	.....	.....	.....	.....	42,977		82.6	233,364	.....	.....	307,987	6,903	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538		130.6	313,874	.....	.....	514,376	64,343	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	.....	.....	.....	.....	.....	.....	.....		.....	.....	[Under co	nstruction.]	.....	.....	—	100	....
May 31, 1869	284.8	—	57.5	—	100	89	20	1,513	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	985,417	214,269	11,197,348	3,153,489	752	800,033	329.3	2,394,934	.....	.....	4,716,292	1,829,340	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....		66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	212,800	50,966		—	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750		17,654		—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....		936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	63½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450		.....		—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....		43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	esseees.)	—	100	....
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	329,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	9
May 31 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150.766	284,206	85,468	1,232,728	531,500	50,643		83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1868	472.0	14.5	....	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	.....	1,850,601	600,049	—	100	....
Apl. 31, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,960	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept. 30, 1869	23.0	—	2.3	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000 000	.....	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427		116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,579,062	*	.....	.....	7,880,100	11,779,000	.....		—	(Leased	to Dela., L	acka. and	West'n.)		7	100	89½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000		15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	144½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....		—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,818,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....		119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)		11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000				—	(Owned	& oper. by	P., W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	63.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....		—	(In	cluded in	United Co	mpanies)		10	100	115
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,581,830	.....	.....	4,742,353	3,909,000	.....		206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000				[Owned	and oper	ated by	Charles	Morga	n of New	York C	ity.]			—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,000	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	92½
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	....
Sept. 30, 1869	5.5	—	....	34.8	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800		53,952		—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	135.3	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	134
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591,000	.....	.....	—	(In cour	se of con	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	90
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000		.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,630	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La				(In pro	gress.)											—	100	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶.....Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8							—	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania.....Pennsylvania.	6,059,105	965,98	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1,296,961	301,779		—	—	83¼
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern .....Canada.									96.8				1,132,731	463,114	5s	50		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶.....Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366	4,738,284	13,598,080	561,370	128,943	—	100		
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100		87
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100		112
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶.Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100		104
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶.....Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994			—		
Mar. 30, 1869	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain...N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	6	100		87
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi ....Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100		33½
Oct. 31, 1869	96.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River.....Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50		91
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport..Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100		96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100		72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark .....New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100		
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome.....New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100		
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse .....New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100		
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶.....Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	100		
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000				7,000,000	1,192,000			47.6						24	100		85½
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100		
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	10,000,000				5,000,000	500,000				(Leased	to Erie)					100		
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100		
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown.....Penn.	533,786				339,650	160,000					(Leased t	o Camden	and Amb	oy.)		100		
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania .....Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50		120
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal.....Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50		225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100		
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville...Illinois.	2,000,000	*			1.000,000	1,000,000										100		
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶.....Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	93,883	—	100		
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,345,812	70,164			218,000	800,000	221,686		46.0	124,224			196,672	2,272	—	50		
Oct. 31, 1869	287.6	2.0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶....Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50		53
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown..Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50		155
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading..Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50		97½
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,436,338		329,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100		118
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore. Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	554,547	434,787	99.7	962,579			2,565,302	876,094	8	50		107½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50		
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶.....Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	608,919	207,354	—	50		
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100		85½
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	432,431	11,247			450,000									27,450	6	100		
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.			(In ha	nds of R	eceiver.)				23.0	34,971			60,642	5,313	—	100		
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec.....Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100		
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth....Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680	51.3	258,977			518,592	130,420	6	100		112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100		
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway.N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)	77,755	24,737	—	100		
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541	—	100		
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester..R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100		138½
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶.....North Carolina.																100		
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100		
Oct. 31, 1860	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50		
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga.....N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100		93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶.....Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100		
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶..Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100		
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶.....Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100		
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶....Virginia.	6,250,000	*			650,000	600,000					(Not in o	peration.)			—	100		
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100		
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria.....Illinois.					1,080,000	1,384,000			12.0		(Under c	onstructio	n.)		—	100		
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg.N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100		120
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland .....Vermont.	6,500,000	*							166.3	694,409	4,069,421	11,712,202	993,239		—	100		25
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs...Missouri.	4,150,000	*			2,100,000	2,050,000					(About $5	0,000 a mo	nth.)		—	100		72½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100		30½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶...Missouri.	14,000,000				10,000,000	4,000,000			120.0				612,000	171,000	—	100		46½
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago...Ill.						2,725,000				(Leased	to Chi. &	Alton.)	240,000		—	100		
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph .....Mo.					2,000,000	1,000,030					(Under co	nstruction.)			—	100		
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.											(Under co	nstruction.)			—	100		
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100		
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City.....Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100		
Nov. 30, 186	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	50		
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91						17,500	1½	100		
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark ..Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299			416,916	106,052	—	100		
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna .....Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50		
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50		
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke.Va. & N. Carolina.						290,000									—	100		
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100		
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441		—	100		
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Le	ased by N	orthern C	entral.)		6	50		
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac..Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100		
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)	—	100		
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100		
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*.....Iowa.					1,330,000	3,200,000			75.0				127,000		—	100		
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec.....Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100		
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)		6	100		
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶.....South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,296,967	243.0	756,431			1,294,962	590,706	—	100		
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama .....Ala.					900,000						(In	progres	s.)		—	100		
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore .....Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100		
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.) .....New York.	1,978,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921	221,815	66,552	10	100		
Sept. 30, 1868	123.0	2.5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶. Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100		
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central.....New York.					880,000				(Und	er const	ruction.)				—	100		
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota .....Minnesota.	1,500,000	*											250,000		—	100		
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0						—	100		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813		208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	—	.....	267,300	—	—	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250,700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	22	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	52½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	.....	274,400	—	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	—	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	24
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	.....	2,500,000	—	—	—	—	(Leased	to Vermo	nt Centra	l.)		8	100	106
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	62
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540 788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570 627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'in.)	410,371	156,526	7	100	87⅞
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)				7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	—	35.5	201,230	.....	.....	330,591	63,761	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)		.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	—	1,022,450	1,800,000	304,413	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	81
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	130
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	—	(Und	er const	ruction.)				—		(Not	in operati	on.)			—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	—	(Und	er const	ruction.)				—		(Not	in operati	on.)			—	100	....
Dec. 31, 1868	20.8	—	....	6	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131⅞
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg.Penn.	393,535	—	.....	.....	317,050	.....	76,845	—	—	(Le	ased to N	orthern C	entral.)		—	100	....
									¶ CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1860	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	92
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	122½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,562,005	—	—	.....	64,000	897,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	66¾
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	25
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	—	—	354.0	—	—	—	735,303	258,436	—	50	40
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,887,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,687	—	109.2	—	—	—	1,159,085	598,519	—	50	16½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195,232	—	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	—	—	(Leased	to Pennsy	lvaia.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000.000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	44

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,039	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,182	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn.Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	56,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	262,200	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102¼
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9¾	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	38½
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	28½
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	33
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	39
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	160,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	14
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	102,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	....	....	....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30¼
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	70
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	74⅝
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,802	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5¾	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	....
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,000	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	60
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	....
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	128
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	20
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. b	yTroy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	103
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct. 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,690	2,812	4	100	100	....
Nov. 30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¾
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18--	....
Eighth Avenue (N. Y.); 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85¼
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74¾
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	99
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44
Hannibal and St. Joseph, pref.	5,253,836	...	...	113½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	133½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	73
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	33½
Union, preferred	.....	6	...	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	32½
Mariposa Mining, pref.	5,774 400	7	7	11½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 ... per ton	33 — @ 37 —
Pig, American, No. 1	33 — @ — —
Pig, American, No. 2	31 — @ 32 —
Pig, American, Forge	27 — @ 29 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes ... (gold)	85 — @100 —
	STORE PRICES.
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	80 — @ 85 —
Bar, Common	75 — @ 80 —
Scroll	97 50 @130 —
Ovals and Half-round	100 — @125 —
Band	95 — @ — —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	85 — @120 —
Hoop	105 — @150 —
Nail Rod ... per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s ... (gold)	— 10¾@ — 11½
Sheet, Single D. and T. Common	— 5 @ — 6
Rails, English ... (gold) ... per ton.	57 — @ 59 —
Rails, American, at Works in Penna..c'y.	70 — @ 71 —
Anvils, (Eagle) ... per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— — @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d ... per 10 0lb	4 37½@ 4 50
Clinch	6 —@ 6 25
Horse Shoe, Forged (No. 10 to 6) ... per lb.	— 23 @ — 28
Copper	— 35 @ — 36

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ... (gold). per lb.	— — @ — 36¾
Straits ... (gold).	— 34½@ — 35
English ... (gold).	— — @ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal ... per box.	8 62½@ 9 87½	10 25 @ 10 75
I. C. Coke	7 50 @ 8 —	8 75 @ 9 75
Coke Terne	6 — @ 6 75	7 25 @ 8 —
Charcoal Terne	7 62½@ 8 —	9 50 @ 9 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk) .. per gall.	— — @ — 13
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17
Refined, prime L. S. to W. (110 @115 test)	— — @ — 26½
Refined, Standard White (in ship'g order).	— 26½@ — —
Refined, prime White (in shipping order).	— — @ — 27½
Refined, S. W. (in jobbing lots)	— 23½@ — —
Refined, S. W. (in tin)	— — @ — 31½
Naptha, Refined, (65 @ 73 gravity)	— 10½@ — 10¾
Residuum ... per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)... per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Canton Co. ... 63	....	....	....	....	....	....
Central Pacific 6s	90½	90⅜	90½	90½	90	90½
Central of N. Jersey	106½	106½	105¾	106	106½	....
Chicago & Alton	113	....	....	112	112⅜	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	102	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	152	....	....	152	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	....	....	82½	....	83	82½
" pref.	87⅞	....	86⅞	87½	88½	88⅛
" 1st M.	....	....	....	92¾	92¾	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	91	91	....
Chic., Rock Isl. & Pac.	115⅝	115⅞	115¾	117	117½	116½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97½	....	....	97⅝	....	97¾
Clev., Col., C. and Ind.	79⅞	80	....	79¾	79⅞	....
Clev. and Pittsburg	....	105¾	....	....	....	106½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	77	....	77½	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	98	....	....	....	....	....
Col., Chi., & Ind. C.	17½	17½	17½	....	17½	....
" 1 M.	82½	82½	....	83	83	83
" 2 M.	....	....	....	....	....	60
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	122⅝	122¾	....	122½	122⅝	....
Del. Lack. & Western	104	103⅝	103½	103½	104	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	94	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	22½	22½	22½	23¾	23½	....
" pref.	....	....	45	44	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	92½
" 3 M. 7s, 1883	85	....	....	....	....	....
" 4 M. 7s, 1880	84	84	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	83	....	82½	....	....
Hannibal & St. Joseph	....	112	....	112	112½	....
" pref.	....	....	....	....	113½	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	136	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93	93½	92⅝	92⅞	93½	93½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120	....	....	....	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	99½	....	....	....	....
" 2 M.	97	96	....	....	....	....
Mariposa Mining Co.	....	....	....	....	5½	....
" pref.	11¾	11¾	11½	11¾	....	11⅝
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	64½	64½	63⅝	64	64	63⅞
" pref.	81½	81½	80⅞	81½	81½	81½
" 1st mort.	....	94	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	105½	....	105	....	....	....
" 7 3-10s con.	92	92½	....	....	....	....
Missouri 6s	90½	90½	90½	90⅝	....	....
" H. & St. J. iss.	90½	....	90½	....	90	....
Morris and Essex	89⅝	89½	....	89½	89½	....
" 1st mort.	102	102	....	....	....	....
" 2d mort.	....	....	....	94½	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91	....	....	....	90	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	91⅞	92½	92½	92¼	92½
" certificates.	87⅞	87⅞	87½	87½	87⅞	87½
N. York and Harlem	134	....	....	....	134	....
" pref.	....	135½	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	51½	50¾	....	....	....	....
" new	....	....	....	....	28½	....
Ohio and Miss.	33⅝	33	32½	32⅞	33½	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	43½	43	42⅝	43	43⅝	43
Panama	79½	77½	76	77½	78	80
Phila. and Reading	....	96½	96½	....	97	....
Pitts., Ft. W. & Chi. gtd.	....	93½	....	....	93	93½
" 1 M.	....	....	....	....	....	....
" 2 M.	97	....	....	....	....	96
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	25	....	....	....	....	....
" pref.	....	....	....	....	56	....
" 1 M.	....	97½	....	....	....	....
" 2 M. pref.	83	....	....	....	....	....
" Income bds	....	....	....	76	....	....
Tennessee 6s	62½	62½	62½	62½	62⅝	62½
" new	60½	61	61	61	60½	60⅝
Tol., Wab. & Western	52½	51¾	52½	52⅝	....	....
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	87	....	87	....	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort.	82½	83½	82¾	82½	83	83
Virginia 6s, ex-coupon	....	....	....	....	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅝	106⅞	106⅝	106¼	106½	106⅝
U. S. 5s, 10-40s, reg	....	....	....	....	....	106⅝
U. S. 6s, 1881, reg	....	113¾	....	114	114	....
U. S. 6s, 1881, coup	114½	114	....	113⅞	114	114½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	111¾	111½	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113¼	....	112⅞	112¾	112⅞	112¾
U. S. 6s, 5-20s, reg. '64	112	....	111⅝	....	....	....
U. S. 6s, 5-20s, c. 1864	112	....	111½	111½	....	111⅝
U. S. 6s, 5-20s, reg. '65	112	111¾	111½	....	....	....
U. S. 6s, 5-20s, c. 1865	112⅜	111⅞	111¾	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	110½	....	....	110½
U. S. 6s, 5-20s, c. n. '65	110¾	110¾	110½	110⅝	110½	110½
U. S. 6s, 5-20s, reg. '67	111	....	110½	....	110⅝	....
U. S. 6s, 5-20s, c. 1867	110⅞	110½	110½	110⅝	110½	110½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	110⅝	110½	110¾	....
U. S. 6s, Pac.R.R.issue	....	....	111½	....	111⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa	....	....	....	....	....	....
.. preferred	38	....	....	38	38½	....
Camden and Amboy	114¾	114¾	114¾	114¾	114⅝	114¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	98½	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	92½
.. 6s, 1889	92	....	....	....	92	....
.. mort. 6s, '89	95½	96	95	95½	95½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	92	92	....	....	....	....
Lehigh Navigation	33⅝	33¼	33½	33	32¾	33⅛
.. 6s, 1884	....	....	....	83½	83¼	83
.. Gold L.	89½	89½	89½	....	89	....
.. R. R. L.	89¾	....	....	89¾	....	....
Lehigh Valley R. R.	58½	58¾	59	59½	59½	59½
.. 6s new coup	....	....	97	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	42	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	83½	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	96	....	....	....	....	96
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	42½
Pennsylvania R. R.	59⅝	59⅝	59⅝	59⅞	59⅝	59½
.. 1st M.	102	102	....	102	....	....
.. 2d M.	....	....	....	....	....	103½
Penn. State, 6s. 1st series	....	....	....	....	....	103
.. 6s, 2d series	....	....	106	106	....	106
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L.	....	....	....	103	....	....
Philadelphia City, 6s	....	....	102	....	102	....
.. new	101⅝	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor.	....	....	....	....	77½	....
Phila. & Reading	48½	48⅝	48⅝	48¼	48⅝	48½
.. 7s. 1893	....	....	107	107	....	....
Philadelphia and Erie	27	26¾	....	....	26⅝	26⅝
.. 6s	....	....	....	....	....	....
.. 7s	88½	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	16¾	....	....	....	....
.. 6s, 1882	73½	73½	73¾	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	60	60	....	....	....
Spruce and Pine	....	....	....	....	....	24
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875	95½	....	....	95	95	....
.. 1886	....	94	....	....	....	....
.. 1890	93½	93	....	....	93½	93½
.. 1884	....	92½	....	....	....	....
Balt and Ohio	132½	....	....	....	132½	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	90¾	....	....	91	....
.. 2d M.	....	....	74¾	75	75	....
Northern Central	43	....	....	42¾	42⅞	43½
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	90½	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	95	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany	149½	....	149½	149¾	149¾	149¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	149½	....	149½	....	....	....
Boston and Providence	145¼	....	....	....	....	....
Boston, Hartford & Erie 5	....	4¾	4¼	5	5	
.. 7s, new	29¾	29½	29½	29	29	29½
Cheshire, pref.	....	....	....	....	....	83
Concord	....	....	....	....	....	....
Connecticut River	....	134¾	135	....	....	....
Eastern	120¾	....	120½	120½	....	120½
Fitchburg	132	133	132¾	....	132	132½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	....	120	....	....	119⅞
Northern, N. H.	....	....	....	....	....	112
Ogdens. & Lake Champ	87	....	....	....	....	87
.. pref.	....	....	....	....	....	....
Old Colony & Newport	97	....	96¾	....	....	96⅞
Ph., Wil. & Baltimore	53¾	53½	....	....	53⅝	53⅝
Portl'd, Saco & Ports	....	....	....	....	....	112¾
Union Pacific	25½	25¾	24¾	23½	....	....
" 6s	81	81⅜	....	....	81¾	....
" Land Grant 7s	....	69	....	....	....	....
" Income 10s	75	74	72½	72½	72½	72½
Vermont & Canada	....	106¼	....	....	106	
Vermont & Mass	62	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	69	....	70	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	5¾
Franklin ..	....	....	....	....	....	3
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 9.	Sept. 16.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	60 — 70	60 — 65
Do. do., 2d mort., 1881	50 — 60	45 — 55
Do. Penn., 1st mort., 1877	60 — 70	60 — 65
Do. do., 2d mort., 1882	50 — 60	45 — 55
Do. Consol. 7 per cent. mort. 1890	22 — 23	23 — 24
Detroit and Milwaukee 1st mort. 7s	70 — 74	70 — 74
Do. 2d mort. 8 p. c.	70 — 74	70 — 74
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	60 — 65	60 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —103	100 —103
Do. 7 per cent., 1875	88 — 92	89 — 91
Do. 100 dol. shares, all paid	107 —108	108½—109½
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	78 — 82
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	97 —102	97 —102
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	88 — 90	89 — 90
Do. $50 shares	45 — 48	45 — 48
Philadelphia and Erie 1st mort. 1881.	91 — 94	92 — 94
Do. with option to be paid in Phila.	91 — 94	92 — 94

American Railroad Journal.

Saturday, October 1, 1870.

Stock Exchange and Money Market.

Money has been in much better supply in the local market, the recent free disbursements of the Government through the Sub-Treasury here adding largely to the floating offerings. The demand has not been active for speculative purposes and call loans have been quoted quite easy at 4@6, generally 4@5 per cent. per annum. The mercantile inquiry has been pretty brisk, in connection with the increasing volume of the Fall trade, and choice to good business paper has been rated at from 7@10, generally at 8@9 per cent. per annum. The city banks, in their last weekly return, reported a gain of $355,404 of legal tender notes; with a further loss of $2,413,714 of deposits, and $1,846,427 of specie. They contracted their loan and discount averages $1,321,083; and diminished their circulation slightly. Their legal tender average is now a little under 49½ millions, as against 61⅝ millions on the 28th of May (the highest average of the current year, thus far). Their deposits are now a trifle over 191 millions, as against nearly 234½ millions on the 16th of July. Their specie average is about 14⅝ millions against 41⅛ millions July 16th. The U. S. Sub-Treasury lost $2,402,346 of its currency balance; and $19,481, of its coin reserve during the week.

The specie reserve of the city banks according to the latest return is $14,670,724, against $13,968,481 same time last year. The city bank deposits are now $191,066,202, against $180,230,793 week ending Sept. 25. 1869. The legal tender reserve amounts to $49,417,936, against $50,025,081 same time last year. The circulation now stands at $32,733,046, against $23,996,081 same time last year. The loans are now $267,087,617, against $263,441,828 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $73,566,643 a day, against a daily average of $69,961,551 the preceding week. The current weeks' exchanges average about 67½ millions a day. The city banks, last week, reported a loss of $1,846,427 of specie, and of $2,413,714 of deposits, with a gain of $355,404 legal tender notes. They reduced their loans, $1,321,083; and their circulation, $17,680.

The city bank exchanges on Wednesday were about 63⅜ millions.

The coin reserves of the Treasury Department on Monday were $97,290,420, including $16,798,000 on deposit on private account; currency balances, $30,855,940.

National Bank notes to the amount of $338,420 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $329,275,694, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $29,715,548 leaving, with the existing 1,612 banks, (having an aggregate capital of $427,235,701,) an actual circulation at this date, of $299,560,146. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,384,250; and for the public deposits, $16,261,500—making a total of $358,645,750. The Treasury Department last week redeemed and destroyed $500,000 of worn and mutilated fractional currency, and issued $806,015 of new.

The U. S. Sub-Treasury receipts, week ending with Sept. 24, were $3,513,386 in coin, (including $3,909,000 from customs duties,) and $3,407,730 in currency; payments, $3,532,867 in coin, (including $256,920 of coin interest,) and $5,810,076 in currency; balance at the close of the week, included $60,628,183, of coin, against $60,647,663 the preceding Saturday, and $6,650,742 of currency, against $9,053,087 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $758,100 in coin, (including $630,239 from customs,) and $284,064 in currency; payments $72,949 of coin (including $67,150 of coin interest), and $283,199, of currency. On Tuesday, receipts, $1,080,871 in coin (including $670,198 from customs), and $1,266,072 in currency; payments, $50,545 in coin (including $47,500 of coin interest) and $316,508 of currency. The balance at the close of business on Tuesday included $7,539,102 of currency, and $62,343,660 of coin, against a balance a week

previous of $8,920,817 currency, and $61,723,977 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were $53,001,692, including $15,-645,267 from customs; aggregate payments, $55,-169,424, including $2,221,753 of coin interest, and $129,213.

The U. S. Sub-Treasurer issued in August $872,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $2,-676,495 of coin certificates, received for customs.

Government revenues have been yielding moderately since our last. The excises, during the week yielded about two and a-half millions; customs at the port of New York, $2,987,495, and at the outports about a million (in coin) more, making the grand total income for the week equal to about $7,025,802 in currency. The income of the Government, from excises, since July 1, 1870, has been $49,674,884.

There has been rather more activity in the dealings in Gold, since our last, chiefly in the speculative line, and there have been somewhat wider fluctuations in the price, influenced in part by the varying tenor of the advices from Europe, relative to peace prospects. The range has been from 112⅝@114⅛, and the closing quotation on Wednesday was 114, against 113⅞ the preceding Wednesday. Government closed its Gold sales for September on Wednesday. The export drain was rather heavier last week having been up to $1,-345,408 against less than a million week ending with Sept. 17; 1⅜ millions week ending Sept. 10; 1⅛ millions week ending Sept. 3; 2¼ millions week ending with Aug. 27th, about three millions the week ending with August 20th, 3⅞ millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at 113.33@113.56. The aggregate of the bids was $3,555,000. The shipments thus far this year have been about 48⅞ millions, against 25⅝ millions same time in 1869; nearly 66 millions same time in 1868; 41½ millions same time in 1867; over 53⅝ millions same time in 1866; and 21¾ millions same time in 1865. On Wednesday of the current week, the specie exports were $189,489. The exchanges at the Gold Exchange Bank, which were only 24⅝ millions on Thursday of last week, run up to 59¼ millions on Saturday, and were about 50 millions on Monday of this week, and 45⅛ millions on Tuesday. On Wednesday they were 37½ millions.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $61,380,840.

The customs demand for Gold last week, averaged $514,834 a day; thus far, this week, it has averaged $650,268 a day, or equal to a weekly aggregate of $3,901,608. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $156,998; and since Jan. 1, 1870, $8,057,430, against $11,091,436 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $104,735,221 against $100,420,355, same time in 1869.

The exports of specie, from this port, last week, were $1,345,408 against $1,073,654 same week last year; and since Jan. 1870, $48,764,812, against $25,587,186 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $256,920; and since Jan. 1, 1870, $66,440,-347 against $68,797,662 same time in 1869.

The customs revenue of the port on Wednesday was $636,000; and the coin interest disbursements were $30,818.

The customs revenue at the port of San Francisco, from Jan. 1 to Sept. 19th, was $6,476,000, against $6,216,000 same time last year.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Sept. 12, were $25,179,000, against $27,314,000 same time last year.

Foreign Exchange has been in better supply and lower, on moderate business, closing very heavily. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109½; sight bills on London, 109⅞@110¼. The offerings of produce bills have been moderate. The week's exports of domestic produce have been to the currency value of $3,-364,536, and since January 1, 1870, $133,726,889, against $141,680,284 same time in 1869.

Government securities have held their own well as to price, during the week, but have been without remarkable animation in the dealings. There have been no heavy offerings of bonds reported in the open market at the current rates. On Thursday of last week, Government bought in three millions of Five-twenties, out of the aggregate offerings of $8,741,800. On Thursday of the current week, the Department closed its September purchases of Five twenties, with the acceptance of a million at about the open market prices.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114⅛@114¼; U. S. Five-Twenties of 1862, 112⅞@113; U. S. Five-twenties of 1864 at 111½@111¾; U. S. Five-Twenties of 1865 at 111¾@112; U. S. Five-twenties of 1865 consolidated, 110½@110⅝; U.S. Five Twenties of 1867, 110½@110⅝; U. S. Five-twenties of 1868, 110½@110¾; U. S. Ten-forties at 106⅜@106½; U. S. Six per cent. currency bonds, 111⅛@111½.

State bonds have been less freely sought after but the changes in price have not been very important.

The coupons of the 7 per cent. Land Grant Bonds of the Union Pacific Railroad Company, due 1st October, 1870, will be paid on and after that date at the office of the Company, 46 Sears Building, Boston, or at the banking house of Morton, Bliss & Co., 30 Broad street, New York.

Railway bonds have been in good request, for home and foreign investment purposes at buoyant prices, including Central Pacific Sixes, which closed on Wednesday firmly at 90@90¾. The gross earnings of the Central Pacific in the first fortnight of September were $423,335, and from Jan. 1 to Sept. 15, they amounted to $5,540,841. As compared with the same months last year, the earnings of the road show an increase of 25@30 per cent. The increase thus far has been sufficient to justify the expectation that the gross earnings of the company for the whole year will reach $8,000,000. The Union Pacific Sixes closed briskly and firmly on Wednesday at 83@83⅛. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest.

Railway and miscellaneous share property has been in moderate speculative demand at variable prices, closing strong, but dull.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 14.	Sept. 21.	Sept. 28.
Consols	92⅛	92⅜	91¾
U. S. 5-20's of 1862	90	90½	90½
U. S. 5-20s, 1865	89¼	89½	89¾
" 1867	88¼	88½	88⅝
" 10-40s	85	85½	85
Erie	18	18	17¾
Ill. Central	112½	113	113
At. and Gt. West	23½	23½	26

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 94⅜.

General business has been moderately active in the line of domestic produce, but at prices, in most instances, more favorable to purchasers. Middling upland cotton closed quite heavily on Wednesday at 16⅞ cts. per lb., under increasing arrivals at the ports. The stock of cotton now here is given at about 17,500 bales. The receipts at the port this week, have averaged about 5,100 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 71,863 bales, against 89,285 bales same time in 1869-'70; exports same time 22,109 bales, against 8,905 bales same time in 1869-'70; stock on hand at latest dates, 70,325 bales, against 54,610 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,484 pkgs., against 16,755 pkgs., same time in 1869. From Boston, 4,928 pkgs. in 1870, against 6,218 pkgs. same time in 1869.

At the auction sales of Scronton Coal on Wednesday 90,000 tons were disposed of at from $4@$5 35 per ton 2240 lbs., showing a slight decline.

At the Live Stock markets, this week, Beeves of good quality have been in less confident demand and heavy; we quote the range at from 6½@16½c. per lb.; week's receipts, 9,831. Milch cows continue very quiet at $40@$100 each, receipts, 49. Veal calves have been in less demand at from 4@13c. per lb.; receipts, 3,964. Sheep have been in slack request at from 3@6½c.; lambs at 6@7½c. per lb.; receipts, 38,357. Hogs have been quiet and cheaper at 8⅞@9¼c. per lb., all live weight; receipts, 20,488.

There has been fairly active business reported in foreign goods, and prices of seasonable stocks have been well supported. The dry goods entries at this port, last week, were $2,782,518, making with the general merchandise imports, a total of $6,631,063.

Ocean freights have been moderately active, but quoted lower and irregular. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. by steamer per bbl.; grain at 5½@6d. by sail, and 6@6¼d. by steamer per bushel; cotton at $\frac{3}{16}$d. by sail and ¼d.@⅜d. by steamer per lb.; and heavy goods 15s.@27s. 6d. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 468.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending September 27, and since the beginning of the year:

	1869.	1870.
For the week	$3,807,082	$3,364,536
Previously reported	137,873,202	130,362,363
Since Jan. 1	$141,680,284	$133,726,899

The imports for the week ending Sept. 24, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,650,928	$2,782,518
Gen. merchandise.....	2,883,103	3,848,545
Total for the week.....	$4,534,031	$6,631,063
Previously reported....	226,495,494	217,819,481
Since January 1.....	$231,029,525	$224,450,544

The following quotations of sales of Railway and other securities are n addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 23½; do. Fund Act, 1868, 40; South Carolina 6s, new, April and Oct., 70; do. Jan. and July, 68; Louisiana 6s, 70; do. 6s, new, 66¼; do. 6s, Levee bonds, 76; do. 8s, Levee bonds, 87; New York State 7s, Bounty Loan, reg., 108; Alabama 8s, 100; California 7s, 112; Connecticut 6s, 101½; Ohio and Miss. consol. bonds, 88; North Missouri R. R., 21; do. 1st mort., 85; Morris and Essex const. bonds, 88; Pacific R. R. 7s, guar. by Mo., 96; Quincy and Toledo 1st mort., 83; South Side R. R. 1st mort., 88¾; Great Western (Ills.) 1st mort. 1868, 105; Milwaukee and St. Paul 1st mort., Iowa Division, 88; New York and New Haven R. R., 150; do. scrip., 139; New Jersey R. R., 115; Union Pacific R. R., 24; Western Union Telegraph, 36¼; do. 7s, 92; U. S. Exp., 37½; Adams Exp., 66¼; Am. Mer. Union Exp., 41½; Central gold, 0.18; Grass Valley gold, 0.31.

Philadelphia.—Oil Creek and Allegheny River R. R., 45½; do., bonds, 80½; West Philadelphia R. R. 7s, 99; Pennsylvania and New York Canal 7s, 92½; Philadelphia and Sunbury 7s, 98½; Elmira and Williamsport 5s, 60; West Jersey 6s, 91; Philadelphia and Reading 6s, 1844–'80, 97½; Warren and Franklin 1st mort., 84⅛; Pittsburg 5s, 73; Fifth and Sixth streets R. R., 38¼; Germantown Passenger R. R., 28½; Wyoming Valley Canal, 22; McClintock oil, 0.81; Dalzell oil, 0.56. The latest quotations are: City 6s, 101¾@102; do. free of tax, 101⅝@101¾; State 5s, coupon, 105@—; do., 6s, W. L., 105@—; do., 1st series, 103@103¼; do., 2d series, 105½@106; do., 3d series, 111@111; Reading, 48½@48⅝; do. 7s, 1893, 104@—; do., mort. 6s, 1880, 97@97½; Camden and Amboy, 114¾@115; do., mort. 6s, 1889, 95½@95⅝; do., 1883, 93@94; do., 1889, 92@92¼; Penn. R. R., 59⅞@60; do. 1st mort., 101½@102½; do., 2d mort., 103½@104; Little Schuylkill R. R., 41½@42½; Morris Canal, 25@30; do., pref., 66@70; do., 6s, 84@84; do., scrip 7s, 65@—; Susquehanna Canal, 5¾@6½; do. 6s, 45@47; Schuylkill Nav., 7½@8½; do., pref., 16@17; do. 6s, 1882, 73@74; Elmira and Williamsport pref., 40@42; do., 7s, 1873, 91½@92½; do., 5s, 60@61; Lehigh Coal and Navigation, 33⅜@33½; do., 6s, 1884, 83@83½; do., R. R. Loan, 89@89¾; do., Gold Loan, 89@89⅛; North Pennsylvania, 42@42¾; do., 6s, 96@96¼; do., 7s, 94@95; do., Chattle 10s, 113@115; Philadelphia and Erie, 26½@26¾; do., 6s, 93@94; Minehill, 51½@52; Catawissa, 13@15; do. pref., 37@38¾; Lehigh Valley, 59⅝@59¾; do. 6s, 96⅛@—; do., 6s, reg., 98@98½; Fifth and Sixth streets, (horse,) 37½@38½; Second and Third, 49@50; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 24@25; Green and Coates, 39@40; Chestnut and Walnut, 44½@45; Hestonville, 13⅞@14; Union, 44@50.

Boston.—Vermont Central 1st mort., 84¼; do., 2d mort., 37¾; Vermont Central and Vermont and Canada 8s, 102½; Eastern R. R. 6s, 1874, 99; Michigan Central Air-Line R. R. 8s, 1890, 106½; Maryland and Delaware 8s. 1885, 70; Cedar Rapids and Missouri 7s, 1916, 89; Cheshire R. R. 6s, 91¼; Phila., Wil. and Balt. 6s, 1887, 94; Leavenworth, Lawrence and Galveston 10s, 98; Stanstead, Shefford and Chambly 7s, 83; Lynn and Boston Horse R. R. 6s, 1886, 74¾; Indianapolis, Cincinnati and Lafayette 7s, 70; Summit Branch, R. R. 53⅞; Cincinnati, Sandusky and Cleveland R. R., 20⅝; do., 7s, 1890, 78; do., 6s, 75¼; Norwich and Worcester R.R., 104; Taunton Branch, 100; Granite Railway, 64½; Rutland pref., 73; Boston Water Power Co., 15; Cary Imp., 8⅛; Massachusetts 5s. 1894, gold, 98; do., 6s, 1876, gold, 109; do., 1873, 110; do., 6s, 5-20s currency 100½; Maine 6s, 1873, 101; do., 1889, 97¾; New Hampshire 6s, 1872, 100; Boston 6s, 1880, currency, 100½; do., 5s, 1878, gold, 98¼; Lynn 5s, 1882, 87½; Salem 6s, 1888@1898, 98⅞; Bath 6s, 1887, 90½; St. Louis City 6s, 1873, 95; do., 1888, 85; Chicago 7s, River Imp., 98¼; do., School Bonds, 98⅜; Macoupin Co., Ills. 10s, 1887, 90; Cook Co., Ills., 7s, 97¾; Portland 6s, 1887, 91; Charlestown 6s, 1890, 98¼; Cambridge 6s, 1883, 99; Worcester 5s, 1880, 99¼; Allouez Mining Co., 1: Adams, 25c.; Calumet, 71; Hancock 1⅛; Kearsarge, 70c.; Ossipee, 50c.; South Pewabic, 7c.; Torch Lake, 5c.

Baltimore.—Maryland Defense Loan, 102¼; Virginia 6s, old, reg., 53; do., 1866, 64½; do., 1867, 59½; Orange, Alexandria and Manassas bonds, 76¼; Wilmington and Weldon bonds, 90; Orange and Alexandria 4th mort., 75½; Pittsburgh and Connellsville bonds, 91¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@92; Baltimore and Ohio, 132@132½; do., 6s, 1875, 94@94¾; do., 1880, 94@95; do., 1885, 95@95½; Northern Central, 42½@42½; do., 6s, 1885, 92½@94; do. 1900, 87½@90½; do. 6s, 1900, gold, 92@93; Parkersburg Branch, —@7½; N.W. Va. 1st mort., 94@95; do. 2d mort., 94½@95; do. 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 90¾@90⅞; do., 2d mort., 74¾@75⅞; Central Ohio, 24@27; do., 1st mort., 83@—; Western Md. 6s, 1890, 75@76; do., guar., by Baltimore City, 90@92½; do., 2d mort., guar., 88@—; do. 6s, pref., 64@66; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77¾@78⅞; Orange and Alexandria 1st mort., 6s, 82@82; do., 2d mort., 6s, 76½@80; do, 3d mort., 8s, 85@—; do., 4th mort., 8s, 75@75½; Orange, Alexandria and Manassas 7s, 75@76½; Virginia and Tennessee 8s, 82@83; do., 6s, 1st mort., 81@83; do., 6s, 2d mort., 73@74; Baltimore 6s, 1875, 95@95¼; do., 1884, 92½@92¾; do., 1886, 93@94; do., 1890, 93@93½; do., 1893, 93½@94; do. 5s, 1838–'70, 75@80; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 102¼@102½; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@3.00; Bare Hill, 0.00@0.20.

☞ The attention of our subscribers in this Country and Europe is called to the advertisement of the old established house of Messrs. CAMMANN & Co., No. 8 Wall St. This firm transact a General Banking Business, and give particular attention to the purchase and sale of Government, State and Railroad Securities at home and abroad.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND FINANCIAL AGENTS
OF THE CENTRAL PACIFIC RAILROAD,
AND ALL ITS BRANCHES.
No. 5 NASSAU ST.,
NEW YORK, Sept. 29, 1870.

☞ FIVE-TWENTY BONDS ARE SELLING to-day at an average of 111½, and at this price—if the Government should allow them to run five years—they pay only three and three-quarter per cent. per annum.

SIXES OF 1881, TEN FORTIES AND CURRENCY, at present prices, pay only four and a half per cent. interest per annum.

CENTRAL PACIFIC SIXES, into which so many are now wisely converting their Five-twenties and other Government bonds are to-day selling at 90 to 90¼ flat, that is—the three months' interest now accrued goes to the purchaser—pay, at this rate, seven per cent. per annum.

We say "wisely," and for the following reasons: The main line is finished, fully equipped, with no floating debt, and is worth over one hundred million dollars; the sixes are a first mortgage on this property; they cannot be increased, and the amount is only $28,620,000; the gross earnings from Jan. 1 to Sept. 1, were $5,017,505 72, and for the first fifteen days in September reached $423,335, and will reach fully the enormous sum of $8,000,000 this year; the net earnings on their local business alone are enough to pay the interest on these bonds without taking into account at all their immense through business; their receipts this year for corresponding months are twenty-five to thirty per cent. more than last year, and we have no doubt the increase will be fully in this proportion the coming year.

We have known all about the affairs of the road from its commencement, and that the men connected with it are careful and prudent business men; and, in short, we have no hesitation in recommending holders of Government bonds to make the exchange.

The difference of about 22 per cent. is a sure profit.

The bonds bear interest six per cent., January and July, both principal and interest payable in New York City, dollar for dollar, in United States gold coin. FISK & HATCH.

☞ The coupons due October 1st on ARKANSAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES,
Financial Agent, State of Arkansas.

☞ The City Passenger Railway Company of Montreal was declared a dividend for the six months ending the 30th September, 1870, of six per cent. upon the Capital Stock of the company with a bonus of two per cent., payable at the company's offices on and after the seventh day of October.

☞ At the last meeting of the Board of Directors of the Wellington, Grey and Bruce Railroad Company, it was determined to proceed with the survey and location of the line from Harrison to Southampton.

Journal of Railroad Law.

COMMON CARRIERS—LIABILITY FOR GOODS CARRIED "FREE."

The late case of Pierce *vs.* The Milwaukee and St. Paul Railway Company, (23 Wis., 387,) was an action to recover the value of eight bundles of bags, which had been in use for two seasons in transporting grain from Lake City, Minnesota, to Genoa, Wisconsin, by way of the river and the defendant's railway.

Verdict and judgment for the plaintiff: from which the defendant appealed.

The following is the opinion of the Court delivered by

PAINE, J.—After carefully considering the original briefs of counsel and the arguments upon the rehearing, I have come to the conclusion that the carrying of the bags of the plaintiff by the company cannot be considered as gratuitous, whether the custom was only to return bags free that had gone over the road filled, or whether it was a general custom to carry the bags of customers free both ways, without regard to the question whether, at any particular time, they were running from a trip on which they had passed over the road, filled or not. If such relation were created by an express contract, instead of being based upon a custom, it would seem clear that there would be a sufficient consideration for the agreement to carry the bags. If a written contract should be signed by the parties, in which the one should agree to give the company the transportation of his grain at its usual rates, and the company should agree in consideration thereof to carry the grain at those rates, and also to carry the bags both ways whenever the customer might desire it, without any further charge, there can be no doubt that the giving to the company his business, and the payment of the regular freight, would be held to constitute the consideration for this part of the agreement on the part of the company. But if it would be so in such a case, it is equally so when the same understanding is arrived at through the means of a customer. The company, by establishing such a custom, makes the proposition to all persons, that if they will become its customers, it will carry their bags both ways without any other compensation than the freight upon the grain. Persons who become its customers in view of such a custom, do so with that understanding. And the patronage and the freights paid are the consideration for carrying the bags. The company in making such a proposition, must consider that this additional privilege constitutes an inducement to shippers to give it their freight. And it must expect to derive a sufficient advantage from an increase of business occasioned by such inducement, to compensate it for such transportation of the bags. And it ought not to be allowed, when parties have become its customers with such an understanding, after losing their bags, to shelter itself under the pretext that the carrying of the bags were a mere gratuity, and is therefore liable only for gross negligence.

It makes no difference that the custom is described as being to carry the bags free. In determining whether they are really carried "free" or not, the whole transaction between the parties must be considered. And when this is done, it is found that all that is meant by saying that the empty bags are carried free, is, that the customers pay no other consideration for it than the freight derived from the business they give the company. But this, as already seen, is sufficient to prevent the transportation of the bags from being gratuitous. Smith *vs.* R. R. Co., 24 N. Y., 222; see also Bissel *vs.* Railroad Co., 25 id., 442. It will be seen that in that case a majority of the Court held, that where a passenger expressly agreed to take certain risks of injury upon himself, for a consideration, the agreement was valid and binding. But Denio, Wright and Sutherland dissented, and Denio, J. in his opinion on pages 455 and 456, states what seems to be the true construction and effect of such a contract, holding that a person riding in charge of cattle, under a contract to carry them at a specified price per car load and to carry a person "free" to take charge of them, was not a gratuitous passenger. The other two dissenting justices doubtless agreed with him on this point. And it is evident from the remarks of Selden, J. on page 447, that he did not hold the opposite view, but rested his decision upon the ground that the plaintiff was bound by the contract to take the risk, whether he was a gratuitous passenger or not. See also Steamboat *New World vs.* King, How., (U. S.) 469, in which it was held, that, under a general custom of steamboats to carry "steamboat men" free, a steamboat man, riding on a free ticket, was not to be regarded as a gratuitous passenger, but that the consideration was to be found in those advantages which induced the establishment of the custom—a doctrine which seems directly applicable to the question under consideration.

I can see no ground for any such difficulty as that suggested by the appellant's counsel on the re-argument. He said if this undertaking to return bags free was to be considered a matter of contract on the part of the company, it would be unable to collect its freights on delivering grain, upon the ground that its contract was not then completed. But this could not be so. The company, on delivering the grain, parts with the possession of the property to the shipper or his consignee. And on doing that, it is, of course, entitled to its freight. As its agreement to return the bags without further charge, or to carry them free both ways whenever its customer should deliver them empty for that purpose, could not have the effect of destroying this right, the contract would be construed according to the intention of the parties. See Angell on carriers, § 399, note 3, and cases cited. And here it would be very obvious that neither of the parties contemplated any relinquishment by the company of its right to freight on delivering the grain. The transaction for that purpose would be distinct. Here the defendant's evidence showed that the plaintiff was a "customer." The company claims that he had complied with the custom on his part, so as to make it applicable to him. But if he had done so, as that constitutes a sufficient consideration to prevent the carrying of his bags from being gratuitous, the company is liable.

It is immaterial, therefore, whether the instruction excepted to was strictly accurate or not, in assuming that there was evidence tending to show that the bags were on a return trip, after having gone over the road filled; as neither in that case, nor on the custom as claimed to have been shown by the appellant, would the transportation be gratuitous.

The judgment is affirmed.

International Bridge Co.

AN ACT to authorize the construction and maintenance of a bridge across the Niagara river.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any bridge and its appurtenances which shall be constructed across the Niagara river, from the city of Buffalo, New York, to Canada, in pursuance of the provisions of an act of the legislature of the State of New York, entitled "An act to incorporate the International Bridge Company," passed April the seventeenth, one thousand eight hundred and fifty-seven, or of any act or acts of said legislature now in force, amending the same, shall be lawful structures, and shall be so held and taken, and are hereby authorized to be constructed and maintained as provided by said act and such amendments thereto, anything in any law or laws of the United States to the contrary notwithstanding; and such bridge shall be, and is hereby, declared to be an established post road for the mails of the United States; but this act shall not be construed to authorize the construction of any bridge which shall not permit the free navigation of said river to substantially the same extent as would be enjoyed under the provisions of said act and the amendments thereto, heretofore enacted and now in force: *Provided, nevertheless,* That the location of any bridge, the construction of which is hereby authorized, shall be subject to the approval of the Secretary of War, but not to be located south of Squaw Island: *And provided further,* That such bridge shall have at least two draws of not less than one hundred and sixty feet in width in the clear between the piers, which shall be located at the points best calculated to accommodate the commerce of the said river; and the piers of said bridge shall be parallel to the current of said river.

Section 2. *And be it further enacted,* That the bridge herein named shall be subject, in its construction, to the supervision of the Secretary of War of the United States, to whom the plans and specifications, relative to its construction, shall be submitted for approval. And all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same and in the use of the machinery and fixtures thereof and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the district court of the United States for the northern district of New York, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 3. *And be it further enacted,* That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of the said river, by the construction of the said bridge, is hereby expressly reserved.

Approved June 30, 1870.

☞ Since the settlement of the dispute over the question of extending a railroad into the Cherokee country from Kansas, the road has been pushed forward very actively. The cars are now running a distance of ten miles into the nation. Considerable quantities of coal are carried out by rail into Kansas. It is said the road will reach the Arkansas River within sixty days. It will cross at Frozen Rock, fifty miles above Fort Smith. Two thousand hands are at work on it.

☞ The directors of the Sherbrooke, Eastern Townships, and Kennebec Railway purpose laying the track on their line at once, and procuring an engine and rolling stock. A further portion of five miles is nearly located, and tenders will be asked for grading in a short time.

Arkansas Midland Railroad.

The terms of the contract between the above company, and Col. H. F. Hale, of Junction City, Kansas, in the name of J. H. Seager & Co., are that the grading is to be done to Clarendon by November 1st, 1871, iron, rolling stock and every thing complete by March 31st, 1872. The contractors are to receive the Phillip county and Helena bonds, and we suppose the State aid. The directors to raise one hundred thousand dollars in money, a portion of which is already subscribed—get 100,000 acres of land subscribed, and ten acres of land in or near the corporation of the City of Helena.

A corps of engineers will go to work at once and commence the grading as soon as ten miles have been located. The city is confident that the grading will commence on or before the first of November, and be completed to White river by the first of June, or before the hot weather commences next year.—*Helena Clarion.*

National Finances.

The following statement showing the net receipts and expenditures of the government during the eighteen months from September 1, 1867, to March 1, 1869, and from the latter date to September, 1, 1870, was prepared at the Treasury Department:

RECEIPTS.

	18 m'ths from Sept. 1, 1867, to March 1, 1869.	18 m'ths from March 1, 1869, to Sept. 1, 1870.
From customs ..	$251,963,708 19	$294,725,139 21
" lands.....	3,491,378 58	5,310,894 78
" int. reven'e	246,133,845 74	299,397,764 89
" miscellan's	54,716,270 51	44,095,169 74
Total.....	$556,315,203 02	$643,528,968 62

EXPENDITURES.

	18 m'ths, from Sept. 1, 1867, to March 1, 1869.	18 m'ths, from Mar. 1, 1869, to Sept. 1, 1870.
For Congress....	$5,064,467 45	$6,398,235 85
Expe's of the Post Office Departm't (mail transp.)..	7,189,107 21	8,615,123 14
Expen's of foreign intercourse....	1,854,502 83	1,935,808 81
Executive & miscel. expenses...	23,952,322 37	19,044,091 02
Expens's of public buildings and gro'nds in Washington.....	2,194,613 65	1,529,605 28
Expenses of collecting the revenue fr'm cust'ms	9,364,504 52	9,225,487 83
Miscellane'us exp. of customs, includ'g buildings	10,910,971 53	12,443,632 26
Expenses of assessing and collecting internal revenue	11,797,679 73	10,975,724 40
Miscellaneous expenses, internal revenue.....	3,752,736 47	2,752,811 18
Expen's of United States Courts..	2,576,488 40	3,341,136 81
Miscellaneous expens's under Interior Departm't	4,610,519 30	4,762,451 04
Expenses of War Department....	162,836,593 19	82,619,058 81
Expenses of Navy Department....	36,746,544 07	31,205,615 71
Expens's of Indian Department....	8,721,899 60	7,215,650 60
Expenses of Pension Departm'nt	37,192,739 51	43,848,196 38
	$328,765,689 89	$245,912,629 12

By the foregoing statements it will be seen that the amount gained by increase of receipts and decrease of expenditures has been as follows:

From increase of receipts.....	$87,213,765 60
From decrease of expenses.....	82,853,060 77
Total.....	$170,066,826 37

REDUCTION IN INTEREST ACCOUNT.

The amount of interest paid from September 1, 1867, to March 1, 1869, was.....	$211,221,716 68
The amount of interest paid from March 1, 1869, to Sept. 1, 1870, was.....	193,421,155 00
Showing a net decrease on interest account of	$17,800,561 68

REDUCTION OF PUBLIC DEBT.

The reduction of the public debt from Sept. 1, 1867, to March 1, 1869, was.....	$1,383,460 67
The reduction of the public debt from March 1, 1869, to Sept. 1, 1870, was.....	169,542,109 60
Showing an increase in the reduction of the public debt of.....	$168,158,648 93

During the eighteen months from March 1, 1869, to September 1, 1870, the amount of reduction in the public debt has been, as above shown, $169,542,109 60, most of which has been in the purchase and cancellation of bonds bearing interest in coin, and in the payment of obligations overdue and convertible into interest-bearing bonds and certificates.

The amount of interest which will hereafter be saved to the government on the debt actually paid, is about $8,745,596 08 annually, or $728,799 67 monthly, mostly in gold.

There has also been a constant improvement in the decrease of the debt during the six months since March 1 of this year over the corresponding six months of 1869, to the following extent:

	1869.	1870.
March.....	$266,798 27	$5,766,349 43
April.....	6,399,070 65	11,697,793 39
May.....	13,384,777 97	14,301,962 57
June.....	16,410,132 54	20,203,772 04
July.....	7,435,744 29	17,034,123 74
August.....	5,604,234 79	13,403,325 59
	$49,500,758 51	$82,407,326 76

And the decrease of the debt for the past six months, as compared with the twelve preceding months, is as follows:

Decrease of public debt for the 12 months preceding March 1, 1870.	$86,934,782 84
For the six months since that date.	82,407,326 76

The foregoing is a correct comparison of the financial operations of the government during the periods named, made from the official records of this Department.

WM. A. RICHARDSON, Acting Secretary.
Treasury Department, Sept. 5, 1870.

☞ The Lexington and St. Louis railroad company is constructing a railroad from Sedalia, on the Pacific railroad, northwest to Lexington on the Missouri river, a distance of 58 miles. The grading is nearly completed, and the company has nearly iron enough for the track. The directors of the Pacific railroad company have voted to take up the bonds of the Lexington Co., in order to enable it to complete its road.

☞ The Quebec and Gosford Wooden Railway is to be opened on the 10th of October. The line is 25½ miles in length. The bridge over the Jaques Cartier River is 68 feet and the trestle from 20 to 45 feet in height, while both together are 1,400 feet in length. The weight of the engines to be used is 21 tons, with four driving wheels of 42 inches in diameter.

Finances of Memphis, Tenn.

A short time since the city councils of Memphis, Tenn., passed an ordinance, which was subsequently approved by the popular vote, authorizing the issue of $500,000 of gold bonds by the municipality for the purpose of funding its floating debt, including past due coupons on its present bonds. For the purpose of availing of the advantages of this ordinance, John J. Johnson, Esq., the mayor of that city, and O. J. Prescott, Esq., chairman of the finance committee, are now at the North, with a view of conferring with the holders of the bonds. Under the present municipal administration of Memphis strenuous and systematic efforts have been made to bring order into its finances and place the operations of the city on a cash basis, and so far the success has been quite encouraging. Since January 1, 1870, some $190,000 of the floating debt of $811,000 has been paid, but in the mean time $107,000 of interest (for July) has accrued on the bonds. The whole bonded debt August 1st was $3,585,000, exclusive of $300,000 bonds of Memphis and Little Rock Railroad Company assumed by the city, and which is offset by mortgage on navy-yard property. The total valuation of the taxable property of Memphis is $24,783,190, on which an interest tax is laid of $239,049 57½; city general tax, $173,482.39, and school tax, $74,349 51. The tax is $2 on the $100, of which $1 is for interest. The prosperity of Memphis is indicated by the increase of population, which, having been 22,623 in 1860, is now, by the census of 1870, shown to have increased to 40,230, exclusive of 6,451 in the suburbs.

Albany and Susquehanna Railroad.

If we may judge from present appearances, numerous improvements are to be added to this road, showing that the directors intend to have a perfect road, and have it supplied with every accessory necessary for convenience and the rapid transition of freight and passengers. A large well is being constructed under the water tank at Oneonta. Another side track is to be laid on the north side of the main track, east of the depot. Preparations are being made to widen out the culverts, abutments, etc., for the second track on the eastern division of the A. and S. road. New side tracks are being put down at several important stations. Water tanks are being built. The second wire has been put up as far as Central Bridge, and is still coming this way. Iron has been delivered over a large portion of the eastern division. A large demand is made for more rolling stock. Extra trains are running night and day. Everything shows that this road is to be one of the best and busiest in the State. Oneonta is striving to secure the location at that point of the new round house, and other buildings which will be erected at some central point along the road the present fall.—*Albany Journal.*

☞ The bond and shareholders of the Morris Canal will be glad to learn that that work has been put in most excellent order along the whole line—and added to all this the President of the Company has paid off the last note against the Company, and it is now free from debt, a thing that has never occurred before since its organization.

☞ This earnings of the Union Pacific Railroad for August, 1870, were $664,050 83, against $617,585 38 for the corresponding month in 1869. This shows a steady and large increase of business, as the rates for freight and passengers have been largely reduced.

Green Bay and Lake Pepin Railroad.

We stated last week that the contract for building the first forty miles of the Green Bay and Lake Pepin railroad had been awarded to Milwaukee parties. This was correc as matters then stood. The award was originally made to the parties named, but when the final arrangements came to be fixed upon they declined to bind themselves in as definite a manner as the contractors wished. Under the circumstances the officers of the road concluded to contract with home parties under terms more satisfactory, and accordingly, on Saturday afternoon the job was given to Messrs. R. P. Harriman and Co., of this city. The contractors evinced commendable enterprise in making ready and at 1 o'clock Monday afternoon 100 men commenced operations on the road. This has been steadily increasing during the week, and to-day 200 men are busily plying axe, pick and shovel.—*Green Bay Gazette.*

Proposed Railroad Across the Andes.

The engineer, Mr. Rosetti, appointed by the Government of the Argentine Republic to survey the passes of the Andes with reference to the construction of a railroad between that republic and Chili, reports that the most eligible pass, under the circumstances, is the Plauchon or Teno, and he indicates the route from Buenos Ayres to the Teno station on the Santiago and Curico railway. The elevation is 3,300 metres. The most difficult part is that of the Vargara ravine, where there is a difference of level of 790 metres in a distance of ten kilometres, which gives a grade of 70 in 1,000. The length of the road by the line indicated will be 1,651 kilometres, and its cost is calculated at $26,000,000 for the Argentine division, and $6,000,000 for the Chilian, and the time requisite to complete the work is estimated at four years.

☞ Articles of association of the Indianapolis, Peru and Silver Lake railroad have been filed. It is designed to construct a road running from Peru, Miami county, to Silver Lake, Kosciusco county, and passing through the county of Wabash; length, twenty six miles. The capital stock is $500,000, divided, 10,000 shares, of $50 each.

☞ The Tredegar Works at Richmond, Va., in addition to their other great enterprises, have undertaken the business of freight-car building, and they are now sending these cars South at the rate of three per day. This new industry, so successfully introduced by this company, now gives employment and support, directly and indirectly, to over five hundred persons.

☞ Work was commenced on the Chicago, Pekin and Southwestern Railroad at Eureka, Ills., on the 26th ult. The contractors expect to complete the work the coming winter.

☞ The Ogdensburg and Lake Champlain Railroad Company will pay a semi annual dividend of 4 per cent. on the preferred stock on and after Oct. 1.

☞ The Rensselaer and Saratoga R. R. Co. have declared a dividend of 3½ per cent., payable October 1, 1870, at the National Bank State of New York.

☞ The Uniontown *Genius of Liberty* says that the Cumberland and Pennsylvania railroad company are about to purchase the railroad of the Somerset Coal and Iron Co., extending from Barrelsville to Wellersburg. They purpose to put the road in running order, and also to extend it across the mountain to Myers' Mills and Elklick coal regions, for the purpose of conveying coal east and ore to their furnace at Mt. Savage. If this extension is made, the distance from Myers' Mill coal region to Cumberland will be at least fifteen miles shorter by this route than by the Pittsburg and Connellsville road.

Machinery For Sale.

1 9 ton Condie Hammer.
1 2½ ton Nasmyth Hammer.
2 1½ ton Nasmyth Hammer.
5 No. 10 Dempefell Blowes.
1 35 horse Engine.
1 8 horse Engine.
6 Flue Boilers, 60 inches diameter from 20 to 26 feet long.
8 Cranes, from 1 to 50 tons power.
1 Large Slotter, 40 inch stroke.
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CHEAP PAINTING.—
1/2 COST LEAD
100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.
or 75 Maiden Lane, N. Y.

INTEREST ON CITY STOCKS.—The interest on the Bonds and Stocks of the City and County of New York due November 1, 1870, will be paid on that day by JOHN J. BRADLEY, Esq., Chamberlain of the City, at his office, in the new Court House.
The transfer books will be closed Saturday, September 24, 1870.
RICHARD B. CONNOLLY, Comptroller.
Department of Finance, Comptroller's Office, New York September 20, 1870. 6139

OTIS' SAFETY HOISTING **Machinery.**
OTIS BROTHERS & CO.,
309 Broadway, New York.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
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Contracts made for any kind of blasting, and competent and reliable men furnished to conduct the same; or the Nitro Glycerine all furnished at the time and place required.
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THE UNDERSIGNED CONTINUE TO MANUFACTURE the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.
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THIS SHAFTING IS IN EVERY PARticular Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

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Patent Blacksmith's Forge
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PERFORATED CONICAL TUYERE,
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Would call special attention to their

MARTIN STEEL,

Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles,

And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its ***Remarkable Toughness,*** its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAILROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihuahua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before the first day of November next, and be made *for sections* and include excavations of rock and earth, and bridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their udgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON.
WM. H. DEGROOT,
WM. B. MAXSON,
Executive Committee.

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Does not have to be removed from the wall to open it. Instead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger as only a small portion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

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next door to the Astor House.

Intercolonial Railway.

THE Commissioners appointed for the construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimoushi, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
Commissioners.

INTERCOLONIAL RAILWAY,
Commissioners' Office,
Ottawa, 15th August, 1870.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

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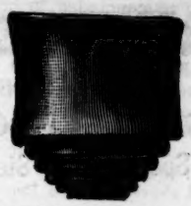
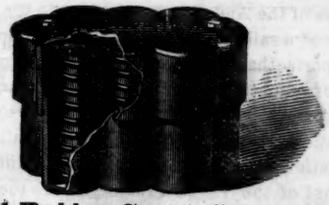


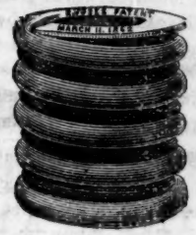
The Original Standard Volute Buffer Spring.

Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral

Large Rubber Centre Spiral.



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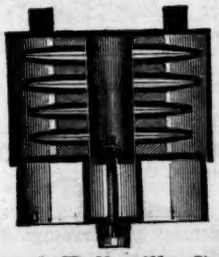

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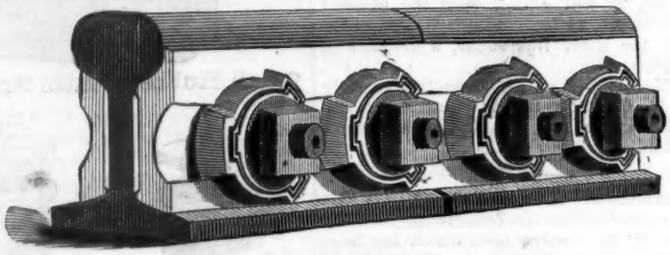

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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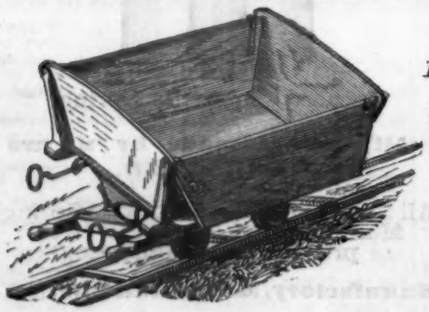

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Steamer AMERICA, will leave San Francisco Nov. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. MONDAY, Oct. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on SATURDAY, Oct. 1, only.

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